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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XI.

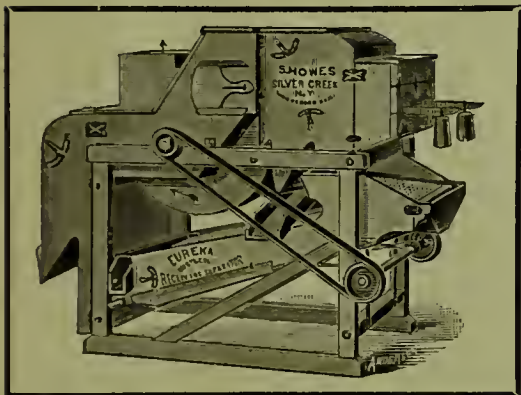
CHICAGO, ILLINOIS, JANUARY 15, 1893.

No. 7.

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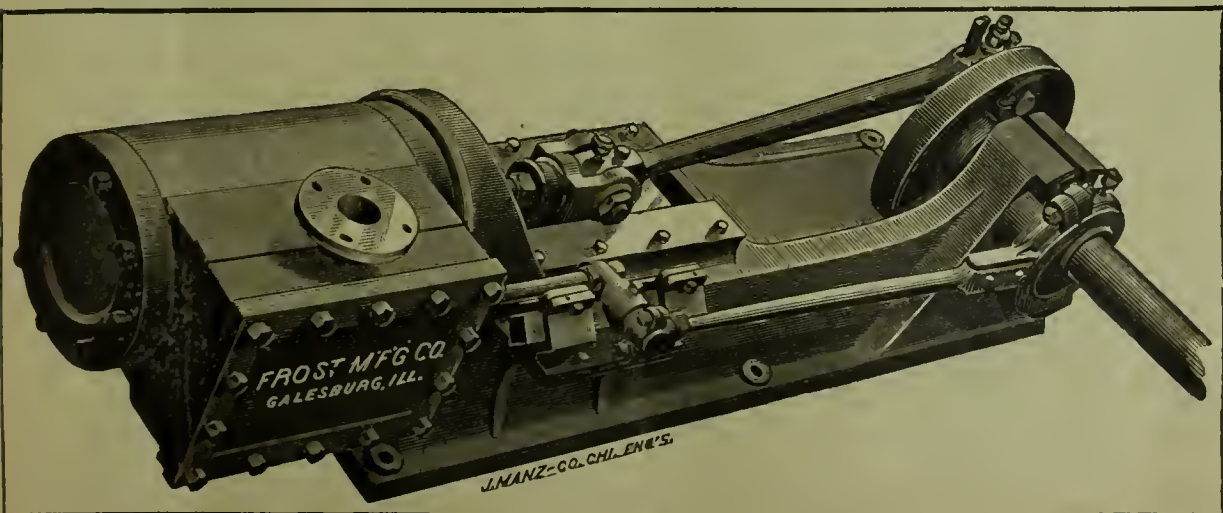
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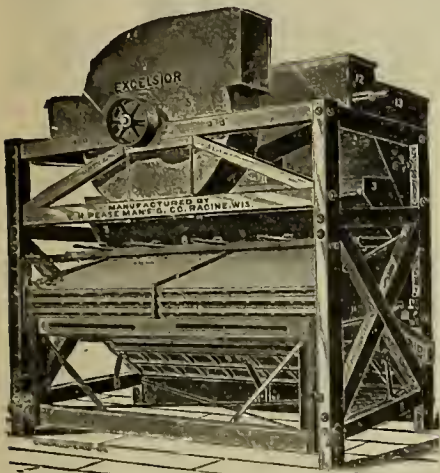
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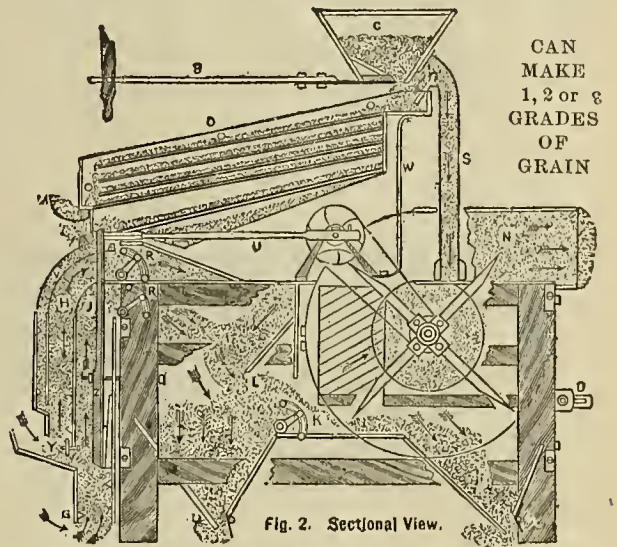
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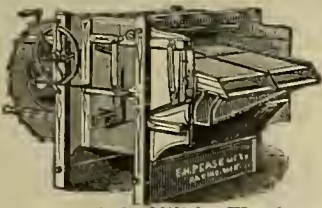


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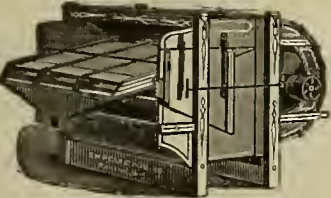


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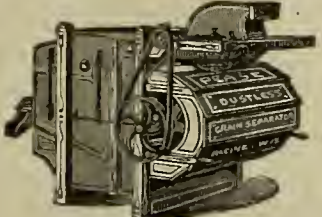
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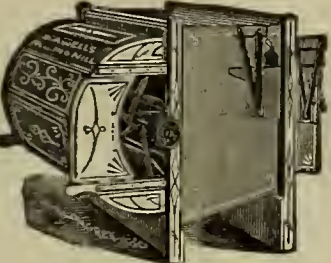
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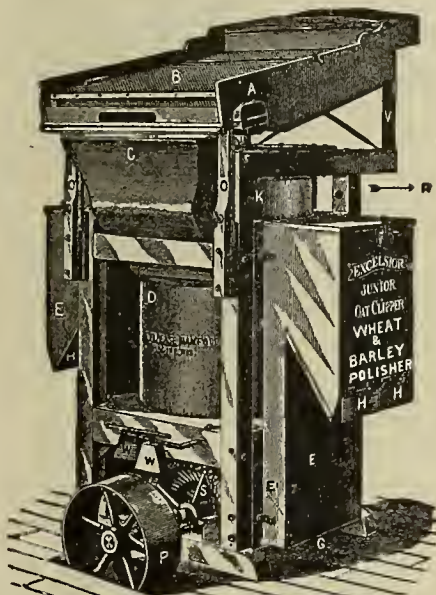


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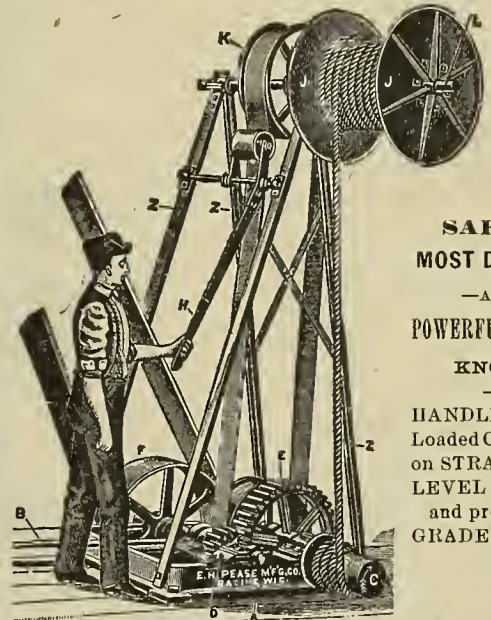
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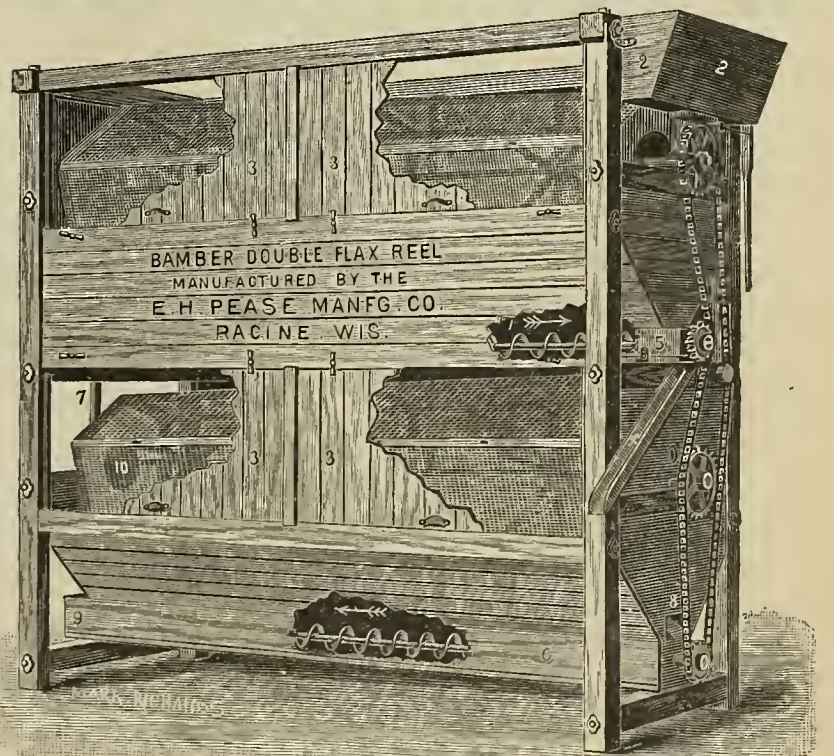
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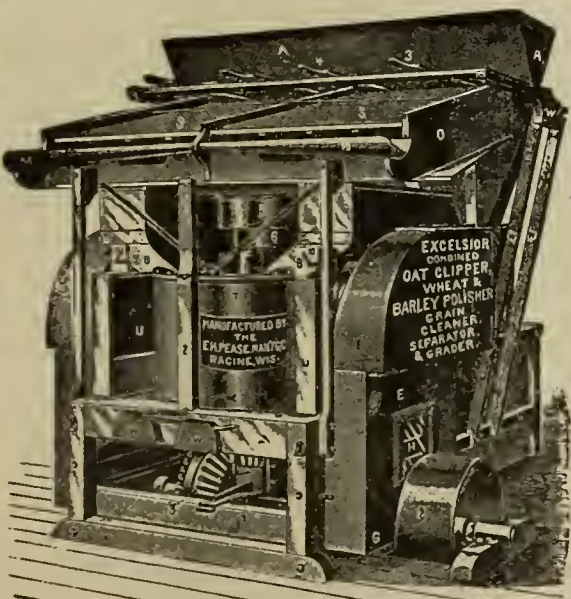
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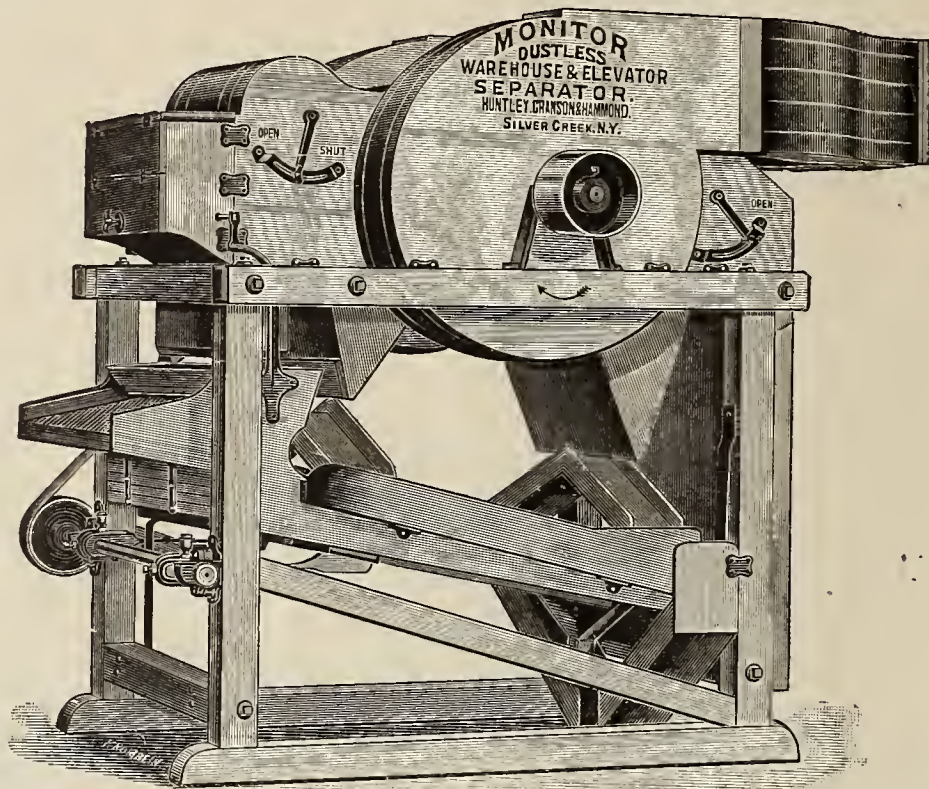
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NEW GRAIN ELEVATOR AT BOSTON.

There has just been completed at Boston, Mass., the largest grain elevator east of Chicago, and with the single exception of the Armour Elevator in Chicago, the largest building of its class in America. It has been erected to meet the growing demands of the grain export trade, and it furnishes facilities which will be of invaluable advantage to the Canadian Pacific and other railroads having a terminal in the city of Boston. This new elevator has a capacity of 2,000,000 bushels, which is more than Boston's storage capacity was before.

The building is of spruce and hard pine lumber, sheathed with corrugated galvanized iron, and covered with an asbestos fire-proof roof. It is 365 feet long, 98 feet wide and 100 feet high, exclusive of the cupola, which has a height of 55 feet. Some idea of the magnitude of the structure can be obtained from the fact that 5,000,000 feet of lumber entered into the construction, and that to fasten this great pile together involved the consumption of about 3,000 kegs of nails. In addition to the elevator proper there is a brick power house 67x43 feet and 25 feet high. The chimney is 155 feet high and 14 feet square at the base. Power is furnished by two

Corliss Engines, each of 350-horse power, with Wainwright's Heaters and 700-horse power surface condensers. Each elevator is driven by Robinson's patent system of separate rope drive from friction clutches and line shafting, all in the lower part of the building, greatly reducing the cost of operation and fire risks. The elevator has 18 sets of hopper scales, each having a weighing capacity of 80,000 pounds, and equipped with the latest improved scale beams. The scale hoppers will hold 1,400 bushels each, and from them grain can be distributed by Simpson's patent system of steel anti-friction distributing spouts to the different bins, of which there are 360.

The elevator is built upon Mystic Wharf, off Charles Bridge, on a tract of 98 acres, most advantageously situated for communication by rail with the interior and with

the world at large by means of the great ocean steamers which are loaded direct from the elevator while lying in the commodious docks. Ground was broken early last May and since that time an army of mechanics and laborers has been at work until the result of its exertions is embodied in this monument of energy, enterprise and constructive skill.

In view of the large amount of grain that will be stored in the building, a foundation of more than ordinary strength was required, so no pains were spared to make

building accommodating twenty-seven cars at one time, and fifty-four cars, with about 600 bushels to a car, can be loaded or unloaded in one hour. In addition there are six conveyors for loading steamers and sailing crafts. Every possible device tending to ease and rapidity in handling grain and to its preservation in perfect condition has been provided, and it is quite impossible to imagine how the passage of the grain upward through the legs to the garner or downward to the bins could be improved upon. The house contains nine Monitor Clean-

ers, nine Cyclone Dust Collectors, fire extinguishers, water barrels and buckets, together with standpipe, hose and hose reels on every floor. The building is lighted throughout by electricity generated by a dynamo in the engine room. Cars are moved into or out of the building by stationary steam power.

Besides the elevator and its power house numerous freight sheds are being erected and several are already completed. They will be used for storage and general freight purposes. Sixteen miles of siding are under construction on Mystic Wharf property, at an extended cost of \$75,000. This will improve the track facilities 100 per cent., and permit the use of about 2,000 cars, where not many years ago 200 was considered a great number.

With all these improvements completed and the new elevator in full operation, Boston's commerce must be greatly increased. The large amount of business handled yearly by the Canadian Pacific and other roads terminating in Boston requires the best of facilities, and in the new elevator every requirement of the export grain trade is met, every emergency provided for.

Rising as it does from a low surrounding land-level, standing apart from the city's crowded architecture, and constituting, as it were, an island in the waters of the upper harbor, this great building adds a new and most imposing feature to Boston's landscapes. The glistening surface of its galvanized iron exterior gives to this elevator an individuality all its own while separating it in one's thoughts from the somber-sided elevators



NEW ELEVATOR OF THE BOSTON & MAINE R. R., AT BOSTON.

it as solid as possible. Piles of enormous size were driven into the ground 23 feet below the surface, and 10 feet additional below the water line. These piles are embedded in yellow clay and gravel, and are so arranged that each set of sixteen piles form a quadrangle. Above this piling is a foot of solid concrete, and upon this rests huge granite blocks forming piers of solid masonry, which serves as a firm support for the superstructure. There are 240 of these piers in all, containing 3,200 cubic yards of stone, and each pier is calculated to sustain a weight of 250 tons. The foundation cost \$65,000, and the building \$270,000 additional.

All the appointments in and about the elevator are as near perfection as is possible for human skill and ingenuity to attain. Three separate tracks run through the

in other parts of the city. Inside there is an immensity of space suggestive of all-outdoors roofed in, and a maze of stairways leading upward to dizzy heights; there are great bins which cause one's brain to reel as one peers into their seemingly bottomless depths; spouts, both of wood and of iron; whole platoons of elevators and wheels and pulleys. The whole fills one with wonder at the grand scale upon which everything is planned, and with amazement that everything should still be so simple.

This mammoth structure was designed and built by the Simpson & Robinson Co., elevator builders of Minneapolis, Minn., in the incredibly short time of 105 days from the beginning until grain was received.

MINNESOTA GRAIN INSPECTION.

Chief Grain Inspector for Minnesota, A. C. Clausen, has made public his annual report to the Board of Railroad and Warehouse Commissioners, covering the work of his department during the crop year ending Aug. 31, 1892, from which we take the following:

The season recently closed has been a phenomenal one in point of volume of business transacted, and in many other respects the most important of any season in the history of the department.

The total earnings for the new department for the crop year were \$173,701.75, which includes \$1,876.37 interest which has accrued from the surplus funds. The total disbursements for the same period were \$132,428.22, making a net gain for the year of \$41,273.53. Adding to this the balance on hand Aug. 31, 1891, the close of the previous season, amounting to \$43,479.52, and we have \$84,753.05 as the total surplus on hand Aug. 31, 1892, the close of the crop year covered by this report.

During the past season there have been inspected at the four terminal points, Minneapolis, Duluth, St. Paul and St. Cloud, "on arrival," a total of 199,803 cars of spring wheat, 277 cars of winter wheat, 5,603 cars corn, 6,362 cars oats, 649 cars rye, 3,120 cars barley, 5,662 cars flax, making a grand total of 221,546 carloads of all kinds of grain inspected "on arrival," as against 132,673 carloads during the previous crop year, being an increase of 88,873 cars.

The inspection "out of store" during the past season were 58,829 carloads of spring wheat in Minneapolis, St. Paul and Duluth, and nine carloads of winter wheat, also 44,188,919 bushels of spring wheat and 1,877 bushels winter wheat additional loaded into vessels at Duluth. There was also inspected "out of store" 3,080 cars corn, 2,930 cars oats, 300 cars rye, 894 cars barley and 2,579 cars flax, with the addition of the following cargo shipments from Duluth, viz., 65,413 bushels corn, 51,664 bushels oats, 20,638 bushels rye, 180,870 bushels barley, and 625,073 bushels of flaxseed, making the total amount of coarse grains inspected from store 9,796 carloads and 943,388 bushels in cargoes.

Out of the total receipts of spring wheat at the two markets 148,531 cars were subjected to a dockage, while 30,854 were passed without any deduction for dirt. Of the latter number 2,885 carloads were grade wheat which had been properly cleaned at original point of shipment, while the remainder composed such grain as was classed as "rejected" or "no grade" on account of the non-warehouseable condition, and upon which it is not the practice of the department to affix a dockage.

Out of a total of 290,180 carloads of grain inspected "on arrival" and "out of store," there were 16,410 re-inspections called for grade; out of this number there were 7,403 cars not changed, 8,683 raised in grade and 324 cars lowered.

The result of inspections during the past season show that out of 199,804 carloads of spring wheat received at the four terminal points, a fraction over 8 per cent. were graded as No. 1 Hard, 58 per cent. as No. 1 Northern, 11 per cent. as No. 2 Northern, 6 per cent. as No. 3, 5 per

cent. as "rejected" and 12 per cent. as "no grade" (wet, damp and non-warehouseable).

The gradual reduction of the fees for weighing and inspection to their present low figures has attracted general attention and commendation, while an increase in the surplus under such exceedingly low charges has led to expressions of surprise that such a result could have been accomplished. By a continuance of such a policy of economical management as has obtained in the past, I am firmly of the opinion that we shall be able to efficiently administer the department during the coming season, even in the face of the still further reduction to 15 cents per carload for inspection service, which has been recently determined upon.

When it is considered that the average number of bushels contained in each ear is increasing each year, it will be seen that the cost per bushel upon the owners of the grain for the service rendered is so infinitesimal as to be hardly capable of appreciation. The fees for the service per carload have been reduced 40 per cent. in the past three years, while the average quantity of grain contained in the car has increased nearly 30 per cent. in the same period. The average quantity of wheat now



ANTI-FRICTION DISTRIBUTING SPOUT IN NEW ELEVATOR AT BOSTON.

carried in cars, arriving at and shipped from the terminal points, is about 700 bushels. Under the present fees the cost for weighing and inspecting a carload of grain is 35 cents, therefore the actual expense to the shippers of grain to our market is but $\frac{1}{2}$ mill per bushel, while the charges for similar service in other markets range from 40 to 100 per cent. higher.

During the seven years' existence of the department there has been a gradual and steady improvement in the character of the service rendered. This has resulted from enlarged experience and the adoption of improved and systematic methods. In the inspection department a strict observance of civil service rules prevails, and none can secure or are promoted to the important and exacting position of inspector until he has served in a subordinate capacity and been subjected to a rigid and thorough training. In the weighing department only the most intelligent, honest and capable men are selected to fill vacancies or such new positions as necessity may create, with a view of insuring the most accurate work possible. Political considerations have been eschewed, and only the best qualified men chosen for the work. A canvass of the political bias of the members of the department would disclose the fact that every known shade of political belief is represented. An applicant's politics are neither a qualification for nor a bar to his appointment; if he meets the test of qualification it is sufficient. When the department is conducted upon any other principle it will be the signal for its decadence.

A uniform standard of inspection at terminal points which will ensure justice to all shippers of grain and serve as a guide to interior buyers, enabling them to

render just treatment to those who are compelled to market their grain at interior points, it is practicable to maintain; in fact, by virtue of our present grain laws, and our thoroughly well equipped organization for inspection and weighing, such a result is now reasonably well accomplished. While it is evidently impracticable to extend the system to country markets, it is possible, however, to establish sufficient control and supervision over this work to correct and gradually eradicate such general wrongs and evils as may be discovered. While I candidly believe that the methods of inspection and weighing pursued at country markets are, as a whole, fair and honest and in conformity with the standards and work at the terminal points, there must naturally arise among the large number and variety of buyers in the country incidental cases of injustice and corrupt practice. As much wrong however, in my opinion, is perpetrated by reason of ignorance and defective methods as through evil intentions. Unsystematic methods of book-keeping, defective scales, careless weighing, inexperience in grading grain, all tend to errors and injustice. It would seem possible to devise some measure whereby the producers of the state could be protected against loss and

damage by these causes. My impression is that such necessary relief could be largely accomplished by an extension of the jurisdiction of your honorable board. It is now limited for all practical purposes, as far as the grain interests of the state are concerned, to the terminal points. Section 39 of the present grain and warehouse law charges the commission with the duty of supervising the grain interests of the state, to investigate all cases of fraud or oppression, and to correct the same as far as may be in their power. With such supplementary legislation as will confer upon your honorable board or its authorized agents the authority to enter warehouses at interior points and investigate their methods, and where necessary for the purpose of information, to subpoena persons and papers and administer oaths, an attempt to remedy such evils as are referred to might result successfully, but without such authority would, in my belief, prove utterly futile. Such legislation, if secured and put into effect, would necessarily prove wholesome and beneficial in its results, and furnish the farmers of the state

with reasonable protection against some of the irregularities which naturally arise in a business over much of which there is at present no corrective supervision whatever.

RICE BRAN.

Few people, says the *Louisiana Planter*, appreciate the great value of this by-product of our rice crop. If it were better appreciated and more commonly used as stock feed so that its full food value for stock feeding would become appreciated, it would necessarily increase the value of rough rice, as our millers are necessarily guided in the prices they pay by the profits they do or expect to realize.

There is no doubt that rice bran is becoming better appreciated, but still stands far below its proper level in value as stock feed. The *Planter* publishes an article by an English authority which shows that rice meal and Indian meal are of about the same food value, though Indian meal costs on an average half as much again as rice meal.

No rye was imported in November, against 42,651 bushels in the preceding November; and during the eleven months ending with November only 110 bushels was imported, against 138,183 bushels during the eleven months ending with November, 1891. Of foreign rye we re-exported in the eleven months ending with November 4,175 bushels, against 16,015 bushels during the corresponding period of 1891.

TAKING TOLL AT ELEVATORS.

BY OBSERVER.

A great many people entertain the notion that the taking of toll by the receiving elevator is a very serious matter, and that much of the shortage trouble is attributable to this practice. I have read a great many complaints by shippers and others, and I must say that this practice has received much more than its share of condemnation. And now comes an "Elevator Weighman" who we would naturally suppose would have some little word in extenuation of this little prerogative, and condemns it as hard as the irate shipper himself. This would seem to justify all the hard things that have been said about the system, and we naturally consider the matter settled when one of the "culprits" admits the injustice of the practice and lends the weight of his inside knowledge and experience to the enemy. There are a number of good points in the communication by "A Chicago Weighman" in the December number of this journal, which the trade should be thankful for; but the remedy for toll taking is not one of them.

Now I have never been a regular "experienced" weighman, but I have been closely associated with them, and in such a capacity that I had a full knowledge of their work in detail. In addition to this I had access to facts that a weighman could not have, or at least, would not have in his capacity of a weighman. I am not interested personally in either side of this question and I have no sense of obligation to the elevator company with which I was identified, so that my views are absolutely unbiased.

There was a time in my elevator experience when I would have coincided heartily (but privately, of course) with the denunciation of toll taking as a downright robbery. Our surpluses were unfair and, without any other explanation for them than the toll theory, would have justified the charge of robbery.

We knew there was something wrong, and we all thought it was toll taking. No other explanation seemed plausible, in fact, none other was thought of. Subsequent developments proved that not only was the toll system not to blame, but that the system was necessary and fair. The bulk of the grain is moved directly after harvest when the grain is still soft and often slightly damp. Not taking into account the loss in weight by keeping the grain in good condition by spouting from one into another, there is a variable loss in weight by reason of the grain becoming drier. To guard against loss by this decrease of weight is one reason why strong weight should be taken. Another reason is that unless the weighing is done very slowly and carefully there will be some loss (or gain) by reason of not having an absolute balance of the beam for each draft. On large scales a "swinging balance" may mean a difference of from five to ten pounds on each draft. If the weighing is done on track scales there are, besides these contingencies, other points to be taken into account. A car standing on the track scales is often subject to a strong draft of wind which is liable to affect the scale one way or another. In short, weighing grain, even with the best of scales and these in the best of order, can never be reduced to such an absolute certainty as the balancing of one column of figures with another. These and many other facts justify the elevator men in taking strong weight in their favor.

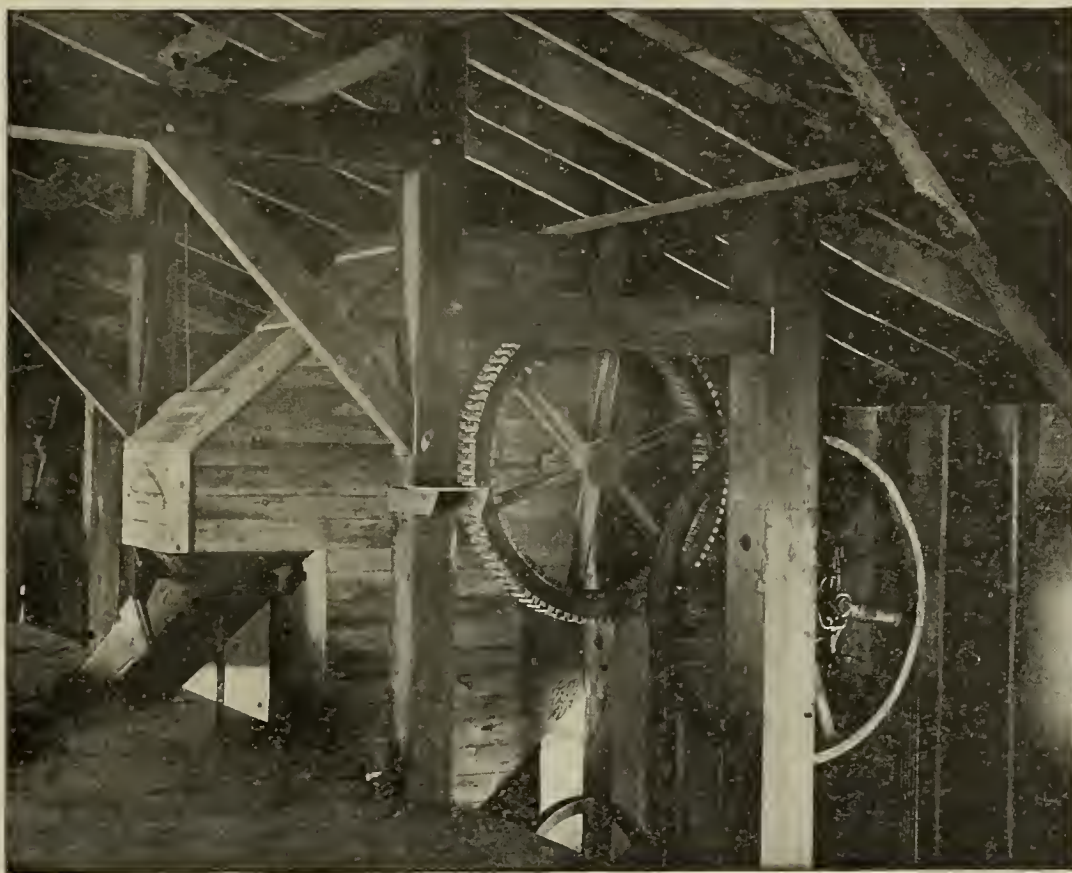
The real evil is not a uniform toll of ten, twenty, thirty or forty pounds to a car, but it is the downright shortage that the shippers complain of. No shipper expects that his car is going to weigh out exactly as he has made the weight; but when the difference amounts to from one bushel up to fifty or one hundred and fifty bushels he is justified in calling hard names, and perhaps with lurid adjectives thereunto affixed.

Now, if the Chicago weighman has had an experience of nine or ten years in weighing grain, it is not at all

likely that in all these years he has escaped the suspicion of his having made an error or two, or perchance three, in reading figures from dusty scalebeams through dusty spectacles, perhaps. Is there an accountant in the whole city of Chicago who could be trusted to set down the weight of forty or fifty cars a day without even a check of any kind upon his work? Yet the weighmen have been doing this thing for years and years; and the Chicago weighman talks about everything else, but never hints at this subject.

At the ——— elevators the surplus each year was very much larger than the manager wanted it to be. Even after a thorough check was established on the records made by the weighman, the surplus was still too large. The toll was reduced from thirty to twenty pounds per car—still too large. The next year, possibly on account of newspaper agitation of "elevator robbery," orders were given to take nothing more than the turn of the beam. The weighing over, at the end of the year found the elevators short—the first time in the history of the elevators.

In considering this unheard-of state of affairs it was concluded, first, that some serious blunder had been made in loading out lake shipments. Investigation showed that this was not the cause. Then there was a faint suspicion of dishonesty somewhere, but this was also dispelled.



ELEVATOR DRIVE IN NEW ELEVATOR AT BOSTON.

Finally the explanation, which "explained" to the managers, was that one of the old "reliable weighmen" who had always taken great pride in his work and its results, had been dispensed with about a year before, the remaining weighmen having done exactly as they were instructed to do, which was to take only the turn of the beam, and the result was—a shortage. This made it appear that the discharged weighman had disregarded his instructions and had persistently taken his accustomed toll. The following year's weighing over corroborated this theory.

Considering the amount of shortage it was decided that the turn of the beam would not make us even, so it was decided to take ten pounds per car from a certain road and twenty pounds per car on grain coming from all other roads. The result was a surplus so small that it made us all feel a little nervous.

Now then from these facts it is plain that it is necessary, to have the grain weigh out as it weighed in, to take from ten to twenty pounds per car. I feel sure of this, because in the year when we were short and the year when we were over such a small amount as to make it plain that any less toll would have resulted in another shortage, the factor of errors in weighing was entirely eliminated. We were absolutely certain that whether over or short no blame could attach to the weighmen for errors in reading or recording weights, because our system of double entries showed a clear balance. In previous years the weighmen, who knew as well as anybody

else that they were liable to errors, took larger tolls than necessary in order to preclude a shortage, because a shortage would naturally reflect on their work as either inaccurate or dishonest.

I know that mistakes are made, as my records prove that they range from fifty pounds to ten thousand pounds, and furthermore, that they are made by weighing generally, whether experienced or inexperienced; yet the "Chicago Weighman" is quite oblivious of the possibility, not to mention the probability, that this is any factor whatever in shortages. One suggestion which he makes is to the point and should be adopted and adhered to, to wit: Every car of grain should be ticketed on each car door, showing the shippers exact weight. The weighman should then compare the weight on the beam before the grain is spouted into bins: with the weight on the shipper's ticket. If a serious difference is shown, the weighing should be rectified by several other persons besides the weighman, a separate record of the same being made by each one.

The system of keeping the weighman in the dark as to the shipper's weights is absolutely foolhardy. The receiving teller at the bank counts the deposit and strikes a balance with the depositor's ticket. Why in the name of common sense shouldn't the receiving teller at the elevator do the same thing? How much longer are the

commonest business usages of the bank and every other commercial institution under the sun to be ignored by the elevators? Not much longer I will guarantee if every shipper knew as much as I do about mistakes in weighing. Does the "Chicago Elevator Weighman" know anything about this matter!

KANSAS CITY ELEVATORS.

In his recent report Secretary Charde of the Commercial Exchange of Kansas City, Mo., says:

One great factor in the advancement of a grain market of the importance of Kansas City is the elevator capacity. In this direction the progress made by Kansas City during the past year has been unusual, and worthy of more than a passing notice. The elevator capacity has been increased by the building of five new elevators, and two more are in process of construction, making a total of nineteen. In addition to this, plans are being prepared for others to be erected immediately, and the prospects are that by the end of the coming season the elevator capacity

in Kansas City will be more than doubled. The present elevator storage capacity is 4,864,000 bushels. The receiving capacity is 1,215,000 bushels. The increase in the storage capacity the past year amounts to 1,125,000 bushels.

The total receipts of grain to Kansas City elevators for the crop year of 1891 were 8,608,444 bushels. For 1892 the receipts were 18,310,569 bushels, an increase of 9,702,125 bushels.

The total receipts for the last year will in no way compare with those of the coming year if the reports for the first quarter are to be regarded as any indication. Judging from them the amount of grain handled here within the next nine months will more than double the amount for any two years past.

One great feature of the grain business of the future in Kansas City is expected to be the increase in warehousing. As yet Kansas City has done but little, comparatively speaking, in the way of storage as a business. Only one elevator now makes a specialty of storing grain. This is due principally to the poor arrangement of rates by the railroads.

Storage elevators will be built with sufficient capacity to store all the grain sold west of here, and there will be no such thing as blockades on Western roads because of the heavy shipments of grain. The overflow can easily be stored here until such time as the railroads are able to avoid the rush and carry the business comfortably.

BLACK BURMESE RICE.

A notice of this rice has lately appeared in the proceedings of the Agri-Horticultural Society of India, wherein it is mentioned that the black Burmese *Jooma Choul* is grown by *Mugh*s in Chittagong and the hill tracts, in the *Jhooms*, or newly cleared jungle land. This paddy is sown in April and cut in October, and is more glutinous and nutritious than ordinary rice. This rice, indeed, is described as getting quite glutinous when cooked, and for this reason it is frequently steamed instead of being boiled in the ordinary manner. Besides being used as a food in the regular way, it is made into a sort of pudding, flavored with scraped cocoanut. The black rice is not procureable in any large quantities on the Arracan coast, but is more plentiful on the Martaban coast at Moulmein, Rangoon, etc., and is only used for sweetmeats. Prof. Church, reporting to the Royal Gardens, Kew, on Burmese Rice, states that the results amply confirm the opinion entertained of its high dietetic value, and that in flesh-forming substance, in oil, and in mineral matter, this black rice shows a marked superiority over all samples of other varieties hitherto examined. The most noticeable peculiarity of this rice is its unusual richness in albuminoids and in oil. Some of the most highly esteemed of the Japanese glutinous rices have indeed been found to contain from 1½ to 2 per cent. of oil, instead of the 0.4 or 0.5 per cent. commonly present in Carolina rice, but then they are comparatively poor in albuminoids. In the sample now under discussion it was found that the coagulable albuminoids, as determined by the phenol method, amounted to 8.5 per cent.—a figure which compared favorably with the average, namely, 7.3 per cent. present in other Indian rices. And it must be remembered that a similar reduction (say 0.6 per cent.) must be made in the latter figure, in order that a fair comparison between the two percentages may be made. The numbers will then be—true albuminoids in 100 parts of black Burmese Rice, 8.5; other Indian rices, 6.7. One of the results of this richness in albuminoids, according to Prof. Church, is brought out on calculating the nutrient ratio of this Burmese Rice, which is much nearer to that of a complete food than is the case with the common kinds of Indian rice. These latter are likewise poorer in phosphoric acid than the Burmese variety.

HOW TO MEASURE HAY.

The best way to determine the quantity of hay is to weigh it, but as this is not always convenient it must sometimes be determined by measuring. Frequently a large quantity is purchased in the stack by shippers who afterward bale it on the spot for shipment to central markets. Sellers are disposed to insist that at a cube of seven feet is a ton. This is entirely too small and will not weigh out. How many cubic feet will make a ton depends on so many conditions that no certain rule can be given. It depends on the kind of hay, whether timothy, alfalfa, or prairie, on the character of the hay, whether fine or coarse, on the condition in which it was put in the stack, and particularly on the size, especially the depth of the stack or mow.

In a very large mow well settled, 400 cubic feet of alfalfa or timothy may average a ton, but on top of the mow, or in a small stack, it requires 500 to 512 cubic feet, sometimes even more. It is not safe for the buyer to figure on less than 500 cubic feet; but in a well filled mow, in selling we would rather weigh than sell at that measurement. To find the number of tons in a barn mow or hay shed multiply the length, depth, and breadth together and divide by the number of cubic feet you think considering the quality of hay and the condition in which it was put up, will make a ton. To measure a cone-shaped stack find the area of the base by multiplying the square of the circumference in feet by the decimal .07958 and multiply the product thus obtained by one-third of the height in feet, and then divide as before, cutting off five right hand figures. The correctness of this will depend somewhat upon the approximation of the stack to a regular cone, and if the stack bulges out it will make the product too small.

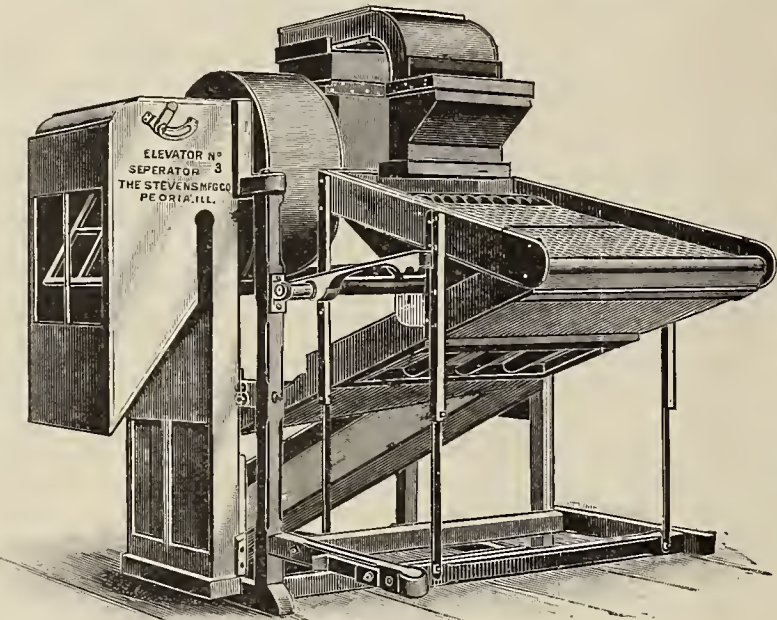
The better way is to estimate the area of the stack up to the point of tapering in and then apply the above rule to the cone-shaped top. The best way, however, is to weigh. The experience of weighing a few stacks will

enable anyone to judge quite accurately. Another approximate rule for measuring a round stack is this: Select a place which is as near as possible to what the average size would be if the stack were of uniform diameter from the ground to the top point. Measure around this to get the circumference. Add four ciphers (0000) to the circumference at the right and divide the whole by 3.1459 to get the diameter. Now multiply half of the diameter by half the circumference and you have the feet in the circular area. Multiply by the number of feet the stack is high, and you will have the solid or cubic feet in the whole. Then divide by 500 to 512, according to its size and compactness, which will give the number of tons in the stack.

THE DUSTLESS ELEVATOR SEPARATOR.

Improvements and changes are continually being made in grain cleaning machines, and now and then a machine is placed on the market which involves many changes and improvements. Of such is the elevator separator illustrated herewith. It has large sieve surface and will handle large quantities of grain, and yet do good work. It is made in five different sizes, ranging in capacity from 600 to 3,000 bushels' capacity.

Sieves are made which are adapted to winter or spring wheat, oats, barley, corn and buckwheat. It is decidedly a superior machine, has a large fan, wide separating



DUSTLESS ELEVATOR SEPARATOR.

trunk and great sieve surface. The best of material is used, and each machine is well made. Any additional information can be obtained by addressing the manufacturers, the Stevens' Manufacturing Company, Peoria, Ill.

MILWAUKEE'S GRAIN TRADE FOR 1892.

According to the report of W. J. Langdon, Secretary of the Milwaukee Chamber of Commerce, the receipt at and shipments from that city during the year ending December 31, 1892, of flour and grain were as follows:

	Receipts.	Shipments.
Flour, bbls.....	2,685,353	4,310,065
Wheat, bus.....	14,952,101	3,279,780
Barley, bus.....	9,829,198	6,024,169
Oats, bus.....	6,796,398	4,451,290
Rye, bus.....	1,587,724	1,369,869
Corn, bus.....	1,396,790	730,884
Total grain	34,562,211	15,855,992

J. B. Kindell, Covington, O.: "Business having been good the past year I want your AMERICAN ELEVATOR AND GRAIN TRADE and American Miller to help me out next year."

Clover seed, aggregating 2,610,772 pounds, was exported in November, against 3,270,840 pounds in the preceding November; and in the eleven months ending with November, 9,662,227 pounds, valued at \$946,865, was exported, compared with 19,001,772 pounds, valued at \$1,490,019, in the corresponding period of the preceding year.

SHALL THE FUTURE BE ABOLISHED?

The object of the Anti-Option bill is two-fold. So much appears from the speeches of its champions in the Senate. On its economic side the bill is a measure providing that dealers in futures shall be taxed for the supposed benefit of the farmers; for the real benefit, as is charged, of the great Northwestern millers, whose friend, Senator Washburn, is the chief of the Anti-Optionists in the Senate. On the moral side, the bill is urged as a means of restricting the sin of gambling. The moral and improving remarks of this kind made by Senator Peffer of Kansas are truly affecting and soaked with that high Roman virtue which we look for in a Populist chief.

If Senator Peffer's brains were not as tangled and unkempt as his whiskers, we might take the trouble of asking him to give notion of grumbling, and to define the proper limits of state restriction of gambling. If a farmer, either from optimism of temperament or a rosate view of the prospects of live stock, or an expectation of vituline scarcity, refuses to sell a calf to a butcher to day and holds that calf for a rise, is that farmer not gambling in futures? If a farmer mortgages his farm or a planter his cotton crop, is not such a mortgage a speculation in futures? If Cincinnatus Gallus contracts to furnish Marcus Mercator with three dozen eggs a week at so much a dozen, is not that a dealing in futures and an uncertain banking upon commodities that may never exist, or the existence of which depends upon the digestive powers and aversion to sedentary affairs of Gallus' hens? If Mr. Peffer makes a contract with a Washington barber for the annual pruning of that aboriginal forest, is not that a dealing in futures? Is not every bargain, every acceptance or refusal of a price for a certain commodity, a bit of gambling? Somebody will probably lose by that bargain or that refusal to make a bargain. Each party is gambling that the price of that commodity will or will not go up subsequent to the bargain or the refusal to make one. All business contains the element of chance, and whether the subject of any particular transaction be an existing or a non existing amount of a certain commodity makes no difference. Mr. Peffer might, in fact, object with just as much reason to the substitution of checks for money.

Knowledge, capital, foresight will always be great, and in the long run the greatest factors in business, but the element of chance cannot be eliminated; nor is that element the main element in transactions in options. Only the ignorant speculator, blindly rushing into the market, trusts all to chance.

If Mr. Peffer and his friends want to abolish speculative operations, they must, in fairness strive to abolish all speculative operations, a large contract, but one that can be executed by famishing or putting to death most of the inhabitants of the United States. If Mr. Peffer and his friends want to prohibit dealing in futures, they must abolish in the human constitution the hopeful and despondent propensity, the eternal bullish and the eternal bearish, as the philosophers of Mr. Henry Villard's fatherland would say. Furthermore, the Anti-Optionists should try to pass a law providing that every man, not a farmer or a miller millionaire, shall be compelled to sell and buy at the other man's price. Or a simpler and better means of abolishing dealing with futures would be to abolish the future. As the wit said, "What has posterity done for us?" And, whatever may be the case with Democratic Anti-Optionists like Senator George, or Republican Anti Optionists like Senator Washburn, there can be no considerable future for Populists like Mr. Peffer, so that he and they ought to resolve, and can afford to resolve, that the future ought to be and hereby is abolished. The insanity of their political proceedings seems to show that they already regard such a resolution as a part of the statute book.—*New York Sun*.

Timothy seed, aggregating 512,692 pounds, was exported in the month of November, against 772,650 pounds in the month of November preceding; and for the eleven months ending with November the exports were 8,142,968 pounds, valued at \$285,798, in comparison with 6,962,775 pounds, valued at \$270,281, for the corresponding period of 1891.

THE SUEZ CANAL.

BY LOUIS H. GIBSON IN "NORTHWESTERN MILLER."

The Suez Canal presents features of a commercial character far more interesting and far more startling than anything connected with its physical or engineering problems. As an engineering feat it was not especially

it has had, in a general way, upon the wheat and other food crops and products of our farms. Nearly every man in America can account for something in his life influenced by the building of the Suez Canal.

It would be a matter of some interest and would excite local feeling if we could compare the Suez Canal with the Soo of our own country or the Panama or Nicaragua

canal in their application to other canals or waterways. We do not need to consider the volume of its business or its commercial history in order to make this fact clear. We do not need to consider its physical importance in order to demonstrate this statement.

The Suez Canal bears a more definite relation to our great railway systems across the continent than to any



THE SUEZ CANAL.

difficult, except for its magnitude. It required fine business manipulation and executive and persuasive ability to organize the financial scheme which led to its physical consummation. But, apart from and beyond this, is the general effect which the canal has had on the commerce of the world. It is easy enough to show the effect which

projects or some other great waterway. However, this is not possible. Circumstances, apart from physical conditions, will not admit of any just commercial comparison between the Suez Canal and any other artificial waterway, projected or otherwise. There are no commercial facts connected with the Suez Canal which may have dis-

artificial waterway. In their incipency the plans of the Union Pacific Railway and the Suez Canal were more analogous than could be the plan of that canal and any projected or consummated waterway on our continent, not, as said before, because of the volume of business which either was liable to handle, or because of any other

physical fact, but rather through their general effect on commerce. While there is no absolute parallel between the Suez Canal and our transcontinental railway system, yet the commercial parallel is more nearly exact than would be a specific comparison with the waterways mentioned.

Why is this true? To the United States the Panama Canal would serve more as a means of communication between one part of our country and another than as a means of communication with other great markets. Under any circumstances, there would be incidental Mexican, Central and South American trade, but the principal object and principal result to us, of the Panama or Nicaragua Canal, would be cheap transcontinental communication. To illustrate this graphically, but not too exactly, we may state that it would mean ready communication between the East and extreme West. It would be, measurably, the same as any other means of communication between the Eastern and Western coast. The transcontinental railway system in our country occupies this unique position—a means of communication between the Atlantic and Pacific Ocean, through a territory controlled by one nation. A railway communication from the Atlantic to the Pacific through the countries of the old world, with their various governments, more or less stable, more or less continuous, operating under different systems, was not commercially possible. Parts of the country through which such a system must pass are loaded with the taxes of semi-bankrupt nations, and others stagger under the load and taxation of an armed peace, a tax more dreadful than that of war, because more constant. While it might be physically possible to build a railroad system from the Atlantic to the Pacific or Indian Oceans, the varying commercial and political situations of the different sections would not afford sufficient stability to make a scheme of this kind financially feasible; or, if that, not commercially desirable. For instance, a railway traveling through France must help to sustain the dreadful financial burdens of that people. It must, directly or indirectly, help to support an enormous standing army, and to pay the interest on a debt of \$4,000,000,000, constantly increasing. Such a railway would come largely under the administration of the government, which would prevent its organization as a systematic single system from one ocean to another. In Germany the same general condition would have to be met. In Austria it would be only slightly different. In Turkey, general disorganization and semi-bankruptcy; in Russia, conditions altogether peculiar and autocratic; and so on, into barbarism. In America the political situation was such as to make the transcontinental system of communication commercially feasible and simple. The national and municipal debts are so light as to bear only a most infinitesimal part in transportation charges, and there are no other great burdens and weights on the people to affect means of communication or the charges connected therewith.

The Suez Canal was the key to a political and commercial situation which stood in the way of direct communication between Eastern and Western oceans. In this respect the Suez Canal and our transcontinental railway systems are analogous. Their commercial importance is more widely distinct.

When we say that it would have been better for America, or rather, better for the United States, if the Suez Canal had never been built, we graphically illustrate the relation and importance which it bears to the countries of Europe. This statement is made, not with a view of decrying advantages which may be peculiar to other nations, but rather for the purpose of showing its commercial importance to these nations. The Suez Canal made wheat cheaper in America because it made wheat cheaper in Liverpool and other great markets, which we had been supplying. It furnished them low cost food, which we had been able to market at a higher cost, before the completion and realization of the benefits of the Suez Canal, hence its relation and interest to our mills, our farmers and most others of the United States.

The benefits of the canal did not cease or rest with its mere completion. The canal was one thing, the great key, and, as such, responsible for many recent economic changes. This canal meant a great revolution in ship building; greater than the world had known before. The results therefrom have spread elsewhere, until nearly all vessels which are now engaged in general commercial traffic have been subjected to the influences of that revolution. It meant changes in the form and design of their hulls, the construction of their boilers and engines, and

other mechanical improvements of an almost revolutionary character. So highly revolutionary, indeed, was this mechanical change, that it was found that capital previously invested in vessels for commercial purposes, was misplaced. The changes, at first gradual, were afterward precipitant, until now the size of the ship and the amount of coal to be carried as dead freight is altogether disproportionate, when compared with the state of affairs in former years. This matter, in itself, has done more to reduce the carrying charges from one ocean to another than the difference in distance.

Continuing the parallel in relation to our own country, we are, happily, not at a disadvantage in the general reduction in carrying charges. This is practically demonstrated when we call to mind the fact that shipments of food products are made by way of railroads across the American continent, which might, otherwise, have gone by the Suez. This is made possible, not alone through the improvement of railway machinery and the introduction of steel rails, but as well by means of improved railway methods. Since the completion of the Suez Canal, railway charges in America have been more than cut in two, with the possibility clearly in view of making still farther reductions. Natural processes, such as liquidation and federation, are reducing, not alone the expenses of railway communication, because of a reduction in administrative force, but, as well, are placing all roads on a basis of their cash cost, removing from them the loads of watered stock and cost of extravagant and depreciating constructions.

The history of the Suez Canal has been one of great success. Argument is not needed to show this. I give below statistics furnished by the general office of the Suez Canal Company in Paris, which indicate the tonnage and passenger transit for the years 1870 to 1891, inclusive:

Year.	No. of ves'ls.	Net tons.	Traffic Receipts.	Passengers.	Receipts.
1870.....	486	436,609	\$ 869,151	16,758.5	263,552.5
1871.....	765	761,467	1,519,077	48,422.5	484,220.5
1872.....	1,082	1,160,743	2,875,418	67,640.7	676,407.5
1873.....	1,173	1,367,767	4,170,145	68,030.8	680,308.7
1874.....	1,264	1,631,650	4,533,558	73,597.4	735,951.2
1875.....	1,494	2,009,984	5,286,158	84,446.5	844,465.2
1876.....	1,457	2,696,771	5,526,291	71,843.5	718,430.2
1877.....	1,663	2,355,447	6,036,185	72,822.5	728,225.2
1878.....	1,593	2,269,678	5,669,134	99,209.8	992,098.7
1879.....	1,477	2,263,332	5,426,223	84,512.8	845,120.7
1880.....	2,026	3,057,421	7,298,522	101,551.7	1,015,517.5
1881.....	2,727	4,136,779	9,438,776	90,524.8	905,248.7
1882.....	3,198	5,674,808	11,084,208	131,068.6	1,310,686.2
1883.....	3,307	5,775,861	12,111,697	119,177.2	1,191,772.5
1884.....	3,284	5,871,500	11,725,751	151,916.6	1,519,166.2
1885.....	3,624	6,335,752	12,011,452	205,951.3	2,059,513.7
1886.....	3,100	5,767,655	10,954,215	171,411.5	1,714,115.7
1887.....	3,137	5,903,024	11,199,059	182,997.6	1,829,976.2
1888.....	3,440	6,640,834	12,966,454	183,895.7	1,838,957.5
1889.....	3,425	6,783,187	13,233,516	180,594.7	1,805,940.5
1890.....	3,389	6,890,094	13,396,800	161,353.8	1,613,538.7
1891.....	4,206	8,699,020	16,684,300		

A showing more progressive or large can hardly be imagined. In 1890 there were more than fifteen times as many vessels passing through as 1870, and the increase of receipts was almost in the same proportion. It is easy to understand that it took some little time to change old habits. Vessels had been formed to go round the Cape of Good Hope. Transit habits led in that direction, and change was not immediate. However, the statement above given shows more than this. It shows the increase in the world's commerce. It shows the increase in the interchange of products between the Atlantic and Pacific Oceans.

As an exhibition of the general volume of business, I give below a summary of the financial report of the business of 1890, showing the relation of receipts to expenses and dividends to surplus:

Receipts from all sources	\$14,092,182
Charges and expenses of all kinds.....	6,465,505
Net earnings.....	7,626,677
Dividend.....	2,535,211
Surplus.....	5,091,465

All this shows a very remunerative piece of property. The general tone of the reports of Ferdinand de Lesseps to the stockholders indicates the general prosperity of the organization. During recent years electric light has come into play and the increase of vessels passing through the canal at night has been very great. Not that the entire passage is made during the night, but part of it is effected during that time. In 1889 it was 71 per cent. of the total number of vessels entering the canal and in 1890 it was 83 per cent. thereof. It is interesting to notice the fine detail of the statistics that are furnished in connection with the management of this organization. For instance it is shown that in 1890 the average time in the canal was

24 hours and 6 minutes. The actual time in passage from one end to the other was 17 hours and 4 minutes. This was a diminution of 2 hours, 38 minutes of the total time in the canal and 26 minutes in passage.

The furnishing of fresh water to vessels at Port Said is quite a feature in the company's business, the receipts of 1891 being \$86,711, and recent additions to the fresh canal system have been made. The water is taken from the overflow of the Nile into Lake Timsak, near Ismailia, and is conveyed by machinery from there to Port Said.

The enlargement of the canal, so as to give it 45 feet additional width on the Asia side, to accommodate the gradually growing business, has been in progress during the last three years, and will be constant until completion. So great, indeed, has been the growth, that the company has built a narrow gauge railway along the side of the canal, in order that it may take off its own small steamboats, which have been doing the business of local transportation. Petroleum reservoirs and other provisions for special commerce are being made by the company.

Herewith I give a table indicating the number of vessels passing the canal in 1890, their tonnage and the country under whose flag they sail. The principal interest in these statistics is to be developed by individual inspection rather than by analysis here:

	Ships.	Gross tonnage.	Net tonnage.
German.....	273	731,877.8	490,587.7
American.....	3	2,111.6	1,051.4
English.....	2,522	7,438,681.7	5,331,095.3
Austrian.....	55	177,941.3	118,047.0
Brazilian.....	1	1,119.3	634.9
Spanish.....	34	103,111.5	70,172.7
French.....	169	555,941.3	365,904.2
Greek.....	3	2,682.0	1,851.9
Italian.....	87	217,480.0	143,721.1
Japanese.....	4	6,300.5	3,784.3
Netherlands.....	144	341,828.2	248,511.8
Norwegian.....	43	78,107.0	57,416.4
Ottoman.....	21	28,302.9	19,880.1
Portuguese.....	27	3,814.1	22,247.5
Russian.....	20	59,613.1	35,073.1
Siamese.....	1	206.7	115.0
Totals.....	3,389	9,749,129.0	6,890,094.4

The immensity of the business of Great Britain through this canal, as compared with that of all other nations combined, is astonishing indeed. As will be noticed, it passed 2,522 vessels out of a total of 3,389 in the year 1890, and a tonnage correspondingly large. The Americans, it is to be noticed, passed only three vessels during that year. In 1880 only one American vessel went through the canal. This, however, indicates nothing as to our commerce. It shows that we do our business in other ways, in other bottoms than American, across our own continent by rail, or around Cape Horn by sail, or otherwise. However, the above figures do indicate the general immensity of the business of Great Britain upon the seas, and are well worthy of serious consideration.

In connection with the reference to English commerce, the annexed table shows the value of wheat and rice passing through the canal from the provinces named for Great Britain during 1889 and 1890:

Wheat.	1890.		1889.	
	Cwts.	Value.	Cwts.	Value.
British India.....	9,217,332	\$3,404,940	9,111,582	\$3,461,845
Australia.....	1,406,060	614,454	3,057,693	1,270,368
Rice—				
British India.....	4,632,097	1,839,101	4,856,409	2,005,679

The proportion of difference between the general commerce of Great Britain and that of other nations is illustrated in another way than by these statistics, the figures of which are very much larger in the case of tea and sugar imports than in the canals named above. The general public of Great Britain is educated in commercial matters, which implies, necessarily, that the legislative branch of the English Government is also well supplied with information in the same direction. We may illustrate this by bringing to mind the fact that the people of America are not alive to the benefits and necessity of foreign commerce, and consequently the legislative branch of our government is not active in that direction, except as influenced by the lower qualities of political motive. Our country and our people certainly suffer from a lack of knowledge and interest in such matters. An effective illustration in this connection is the fact that the millers of America generally reached the place where the facilities for manufacturing flour were much larger than the markets therefor. But for a lack of an enlarged national commercial education this could not have happened

There are many influences at work at all times which have a tendency to affect, in one way or another, our general trade. We are only enabled to measurably profit through our immense resources and not because of our knowledge or control of the affairs of general commerce. The possibilities of our commerce are much wider and larger than any large number of people realize. One who travels through Great Britain, talking to the merchants and those engaged in trade, can not be impressed with the fact that there is a wide general knowledge on all subjects affecting the details of England's commercial welfare. It extends well beyond that of home resources and home trade, and covers more than detailed knowledge. England was in a position to profit by the building of the Suez Canal. While it was originally the scheme and movement of the French, it is Great Britain which has reaped the benefit.

The effect of the canal on our wheat market was practically apparent before we of America realized the cause of the trouble. By the canal, India and Australia were competing with us. England was, and is now, doing all possible to encourage the growth of food products in those sections, in order to lessen our grip upon her markets. For the most part we of America are content to sit down and wait until a great harm has been done, rather than look for other outlets for our products which could much more than counterbalance the efforts of Great Britain, or any other nation, to reduce the market for our output. Statistics of the present time, which indicate our comparative exports of flour, wheat and other products,

increase its use in the United States, where the consumption is ridiculously small considering the merits of the article as food and its relative cheapness. The convention idea recently suggested and judicious advertising would accomplish this. As to the cheapening of the cost of production, that must be sought in less expensive methods of irrigation, the more extensive use of harvesting machinery, and the general adoption of the economical methods of farming in vogue in other parts of the country."

A LARGE STORAGE PLANT.

Many coal storage plants are as well equipped with machinery for rapid handling of coal as are modern elevators for the rapid handling of grain. Of this class is the coal storage plant of the Philadelphia & Reading Company near Buffalo, N. Y. Through the courtesy of the *Railway Review* we are permitted to present the illustration of this plant, which is given herewith. It is an end view of the plant and includes the engine house which contains the machinery by which the plant is operated. This plant is said to be the largest storage and transfer coal plant in the world.

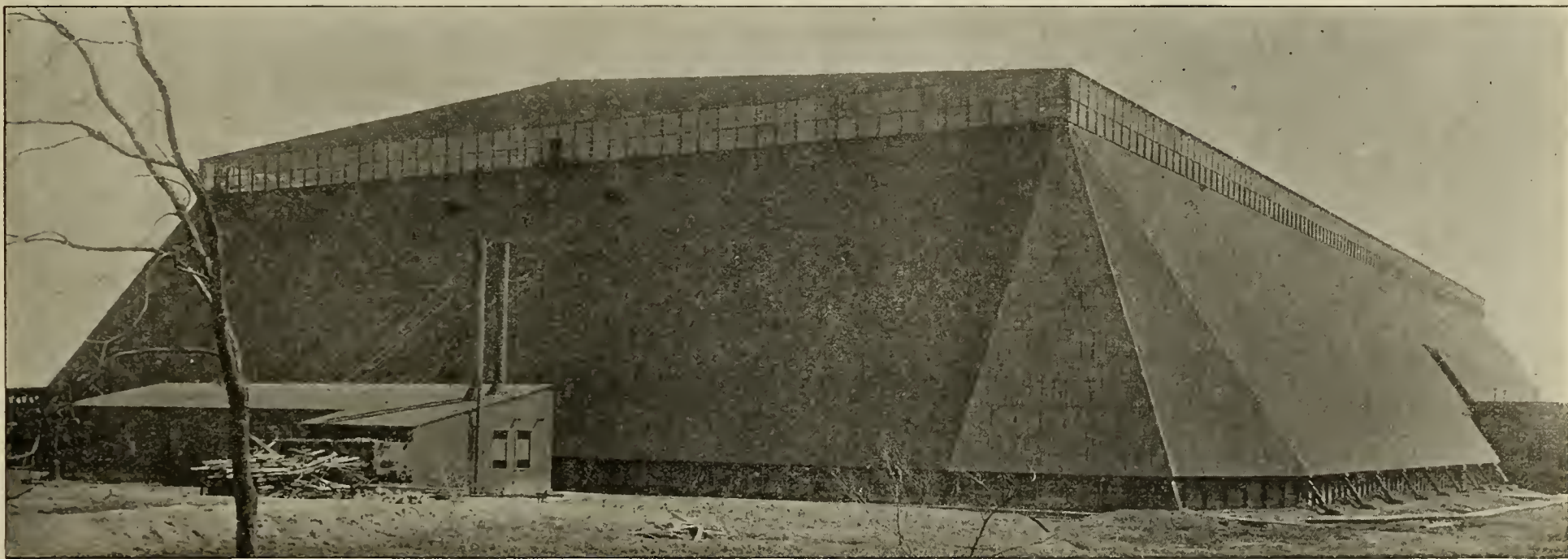
The buildings are constructed in a substantial manner, being entirely of iron and steel. Near the top of the storage shed and extending entirely around it is a skylight, which can be plainly seen in illustration.

This furnishes the interior of the building with ample light under ordinary circumstances, but electric lights

the purpose of moving the conveyors across the building. The cables on each side of the conveyor are all attached to one common cable, which extends to one of the drums in the engine room. It can readily be understood that by winding on one or the other of these cables the conveyor is moved uniformly through its entire length, from one point to another. Independent cables are provided for hoisting and traveling.

PROFITS OF ELEVATING GRAIN AT MONTREAL.

There are few people outside of the favored directors and shareholders of the Montreal Elevating Company who have the slightest conception of the big profits that are realized out of elevating the grain shipped at this port, chiefly by the members of the Montreal Corn Exchange. Well, then be it known that the Montreal Elevating Company has made sufficient during the past season to pay its stockholders about 25 per cent. This corporation, which has the monopoly of the grain elevating business of this port, thinks nothing of calling a meeting for the purpose of declaring an interim dividend of 9 per cent., or thereabouts. How does this strike you, gentlemen of the grain trade of Montreal? Twenty-five per cent. clear profit on the season's business! and not a red cent set aside for the shortages you have sustained on your grain after it was delivered to the Montreal Elevating Com



END VIEW OF COAL STORAGE PLANT NEAR BUFFALO, N. Y.

prove nothing. Whatever we do now we might do much more by a wider policy of general commercial education, which would lead those at the head of our government to look outside themselves for the general enlargement of American commerce.

FUTURE OF THE RICE INDUSTRY.

The New Orleans *Picayune* says that "some days ago the receipts of rice at New Orleans for this season passed the million sack mark, and from the rate at which the product continues to come in there is reason to believe that the crop will come fully up to the large estimate made at the commencement of the season. That the crop has not brought satisfactory prices is well known, hence it is now in order to speculate on the probable influence of the present low values on the future of the industry.

"There can be no doubt that the first result of the experience of the present season will be to induce some planters to abandon rice and devote their acreage to other crops. Along the river it will be possible to profitably devote a good portion of the rice lands to sugar, the more particularly as the prosperity of the sugar industry this year will serve as an inducement to extend the acreage of that crop.

"A good portion of the low, marshy land of the southern section of the state is ill adapted to any other crop than rice, hence it may be accepted as certain that the acreage devoted to rice will continue to be very large notwithstanding the areas changed to sugar; hence it is highly important that measures should be adopted both to improve the value of rice in the markets and to cheapen the cost of producing it.

"The value of rice can be improved by taking means to

arc provided for use on dark days, and when the machinery must be operated at night. The roof trusses are supported by latticed posts, placed on stone foundations. The outside covering of the building is of corrugated iron, so there is very little material of an inflammable nature about the plant.

The important dimensions of the shed are as follows: Length, 674 feet; width, 354 feet; height in the clear above the floor, 80 feet; storage capacity, 250,000 tons of coal, and the handling capacity of the machinery is from 2,500 to 3,000 tons per day of ten hours. That is, this amount of coal can be transferred from the cars to the shed, or from the shed to the cars.

The method used for handling the coal is simple and rapid. A trestle work enters the side of the shed. The trestle is provided with three tracks, one on top and in the center, and one on each side on the same level as the shed floor. Beneath the former and between the latter are arranged pockets and screens. The coal cars in coming from the mines are run onto the elevated track, and their loads dumped over the screens and into the pockets. These pockets extend for a considerable distance outside the shed. This is done to provide for making shipments without first storing the coal.

When this is done the mine cars are dumped into the pockets outside the shed and the coal transferred from the pockets directly into the cars in which it is to be shipped.

The conveyors, four in number, extend the entire length of the building, 674 feet, and are provided with a traveling support running on a track which is attached to each roof truss. To each of the traveling supports are attached two cables, one extending from each side, for

pany, although the enormous profits of this concern are derived from elevating your grain. Do you not think you would be better served if two companies existed to do your elevating? And does it not strike you that 12½ per cent., as profits run in these times, would be ample compensation for each of the rival concerns per annum? —*Trade Bulletin, Montreal.*

Malted barley, amounting to 4,202 bushels, valued at \$4,910, was imported during the eleven months ending with November, compared with 3,875 bushels, valued at \$5,121, during the corresponding period of 1891. Of foreign barley malt we re-exported during the eleven months ending with November, 1892; 1,191 bushels, valued at \$830, against none in the corresponding period preceding.

Wheat flour, amounting to 32 barrels, was imported during November, against 27 barrels during the preceding November; and during the eleven months ending with November 548 barrels was imported, compared with 6,159 barrels during the corresponding months of 1891. No imported wheat flour was re-exported during the eleven months ending with November, 1892, against 5,978 barrels during the corresponding months of 1891.

Barley, amounting to 637,566 bushels, was imported in November, against 1,078,248 bushels in November, 1891; and during the eleven months ending with November, 1,671,457 bushels was imported compared with 2,847,521 bushels during the corresponding months of the preceding year. Of foreign barley we re-exported in the eleven months ending with November 86,505 bushels, against 487,903 bushels in the corresponding months of the preceding year.

THE INTERSTATE COMMERCE LAW.

From the sixth annual report of the Interstate Commerce Commission we take the following regarding the amendments to the law:

A measure recommended to Congress at its last session bears upon the publication and filing of joint tariffs, and was designed to prohibit carriers from carrying interstate traffic at any other than local rates until the joint tariff should be published and filed, and authorized or ratified in writing filed by the commission by each of the carriers parties to such joint tariff; and an instance is given where the prosecution in a criminal case failed because one of the roads could not be shown to have authorized the making and filing of certain joint rates.

Another amendment heretofore recommended by the commission is that railroads or other corporations subject to the act should be made indictable for criminal offenses under that statute. The tenth section now imposes penalties exclusively upon officers and agents of the companies, and therefore the real beneficiary goes free while their servants are made scapegoats for corporate delinquencies. Of course the penalty must necessarily be a fine, since no physical punishment can be inflicted upon the artificial person termed a corporation.

The decision of the Supreme Court in the "Counselman case," holding that the provisions of section 860 of the Revised Statutes granting immunity to witnesses required to testify concerning illegal acts in which they have participated are not broad enough to meet the safeguards guaranteed to such a witness by the constitution, has rendered it impossible to successfully prosecute violations of law where the evidence must be procured from parties who are themselves implicated. Grand and petit juries are thereby excluded from the truth, and although sufficient evidence was known to exist, prosecutions under the interstate commerce law, the postal and other federal laws, have failed because witnesses have availed themselves of their privilege and refused to testify. A bill to amend section 860 of the Revised Statutes, introduced at the last session and now pending, was designed to make that section as broad in its protection as are the immunities provided by the constitution, and was subsequently amended to confine it to offences arising under the interstate commerce act. This embarrassment also extends to civil proceedings, wherein a witness may refuse to answer on the ground that the testimony may tend to incriminate him, and a case before the commission is cited in illustration.

The pending bill to remodel the mode of procedure in civil cases under the act to regulate commerce, a principal provision being to confine and limit the inquiry of courts called upon to enforce the commission's orders to the testimony and pleadings before the commission, has aroused much antagonism. The leading objection raised was that the commission not being a court its findings are not those of a judicial tribunal, and therefore the court in a proceeding to enforce the order must try the case anew to determine whether it is a "lawful order." The commission suggests that it is regarded as an insuperable objection, that then the testimony before the court, although it may have to be retaken, ought to be limited to that taken before the commission; and that if any new conditions should arise after the commission issues its order, then the case could be referred back to the commission by the court to hear and consider such new facts and make such change in the order as may seem warranted. The case before the commission and the court would then be the same, and complaining parties would not then be forced to the expense and delay of a trial in the courts on new evidence offered by the defendants, and they could not then claim that they gain nothing by a bearing before the commission. We think the regulating body directed by the statute to make an investigation and order thereon should have the benefit of all the evidence upon which to base an order that the court has when passing upon the validity of that order. If there is no remedy for the double trial, first before the commission and afterward anew in the court with attendant delay and expense under the statute as now interpreted, then it would seem necessary to create a court in place of the commission.

The commission is given power of visitation under the 12th section similar to that which is exercised over insurance companies, banks and similar corporations, without notice or warning, and one of the leading purposes of at power is, by the constant fear of detection, to pre-

vent a perversion of corporate franchises; the right of the commission to call for and inspect the books of carriers and examine witnesses is believed to be clearly sustainable. Another plain function of the commission under the law is that of acting in aid of the courts. The tendency of the law is not to infringe upon the duties of the courts, but it in fact opens up to the judiciary a vast field to which otherwise it could not possibly have access. There is practically no redress in the courts in a class of cases where the uncontrolled action of carriers may make or mar, depress or stimulate, destroy or create, the business prosperity of great cities or vast sections of the country, yet the adjustment of traffic charges frequently results in those very things, and there can be no judicial redress apart from legislation. The decision of the commission on such matters is not final, but on application to enforce its order the entire question is brought before the judiciary with all the light that can be thrown upon it by a preliminary investigation and report of a tribunal created for that purpose. Surely it is right that these questions, involving the fortunes and prosperity of multitudes of citizens should be settled by public authority and not left to the railways alone.

The commission further says that as usual where the decision of a court has destroyed some useful feature of a law, it is heralded by hostile interests as a destruction of the whole structure, and in view of this it is proper to note that the *Gresbam* decision is not so far reaching. It merely destroys an important, though not vital, piece of the machinery provided to enable the commission to perform its duty under the law.

In regard to amendments recommended, attention is called to the fact that they are not intended to alter or amend prohibitive sections of the statute but to repair the machinery provided for compelling obedience thereto. The constitutionality of the law has been repeatedly upheld, only one portion of the procedure for its application has been declared inoperative, all the amendments are intended to aid the commission and the courts in its execution and enforcement, and the defects which the most important amendments are expected to cure also exist in other federal statutes and are therefore not peculiar to the interstate commerce law.

In the discussions preliminary to the act to regulate commerce there was radical difference of opinion as to the policy of prohibiting "pooling," and the views then prevailing are considered. Pooling agreements are now prohibited, but numerous bills proposing to repeal or modify that prohibition have been introduced, and as the law has now been in operation more than five years, it was deemed advisable to ascertain the present state of opinion. The commission therefore addressed a circular letter to State Railroad Commissioners, Boards of Trade and similar organizations, prominent thinkers and writers on transportation and commerce, and to various railroad presidents and managers, soliciting their views and requesting them to state whether in their opinion it is practicable, and if so, advisable, to amend the fifth section so as to legalize such contracts between competing lines as would tend to diminish unlawful discriminations and preferences in rates and to maintain lawfully authorized reasonable rates. It was deemed idle to consider any other contracts than those described, for, however men differ about methods, there is practical unanimity in favor of preventing unlawful discriminations and maintaining reasonable rates.

The report then goes on to define the opinions set forth in the answers received, and it is manifest therefrom that there has been some change of opinion upon this question during the past five years. But the commission says that the attempt to secure the public from discrimination, extortion, favoritism, undue preference and undue prejudice, and to secure to every citizen just and reasonable rates and equal and exact treatment in all transportation matters, is the very essence, spirit, and purpose of the law, and it would be vain to protect carriers from competitive attacks upon each other, if the general public cannot be protected from the greater evils above enumerated. If the law is to be amended the two classes of amendment should go hand in hand. Whatever may be the strength of arguments in favor of the amendment to section five of the law, and whatever benefits it may be believed might result from such amendment, the commission would oppose any modification of the anti-pooling clause, unless the several amendments recommended by the commission, and deemed necessary by it, were engrafted into the law. These amendments are an imperative necessity as the law now stands, but if

the proposed change in the pooling clause were adopted they would be even more necessary to enable the commission to perform its duties under that clause. Until the law is made strong as its framers intended, in the matters of fair and stable rates, equal treatment, and suppression of all favoritism, it is idle to seek to protect carriers whose immunity, under authoritative constructions of the law, from restrictions intended by Congress, seems one of the remarkable facts in current history.

A SCHOOL-BOY ON CORNS.

Corns are of two kinds—vegetable and animal. Vegetable corn grows in rows, animal corn grows on toes. There are several kinds of corn; there is the unicorn, the capricorn, the corn-dodger, the field corn, and the toe corn, which is the corn you feel most. It is said, I believe, that gophers like corn; but persons having corns do not like to go far if they can help it. Corns have kernels, and some colonels have corns. Vegetable corn grows on ears, but animal corn grows on the feet, at the other end of the body. Another kind of corn is the acorn; these kind grow on oaks; but there is no hoax about the corn. Many a man, when he has a corn, wishes it was an acorn. Folks who have corns sometimes send for a doctor; and if the doctor himself is corned he won't do as well as if he isn't. The doctors says corns are produced by tight boots and shoes, which is probably the reason why when a man is tight they say he is corned. If a farmer manages well he can grow a good deal of corn on an acre; but I know a farmer that has one corn that makes the biggest acher on his farm. The bigger crop of vegetable corn a man raises the better he likes it; but the bigger crop of animal corn he raises he does not like it. Another kind of corn is the corn-dodger. The way it is made is very simple and is as follows—that is if you want to know. You go along the street and meet a man you know has a corn, and who is a rather rough character; then you step on the toe that has the corn on it and see if you don't have occasion to dodge. In that way you will find out what a corn-dodger is.

BUFFALO AS A WHEAT CENTER.

Why do some of our esteemed cotemporaries ignore Buffalo in making out their list of "great wheat centers?" We are glad to know that during the past year New York handled 83,000,000, Minneapolis 72,000,000, Duluth-Superior 51,000,000, Chicago 44,000,000, and Milwaukee 15,000,000 bushels of wheat, for all those figures are really "great." At the same time, in order to make the list complete and do justice, by comparison, to modest Buffalo, it is well to recall the fact that Buffalo handled, between the opening of lake navigation and November 30, the considerable total of 175,027,000 bushels grain, of which total 75,621,346 bushels were wheat. The flour received here amounted to 9,305,470 barrels. These are lake receipts alone. When the railroad receipts are added, our cotemporaries may be able to see that this quiet, non-self-booming, generally-ignored without-visible-reason Buffalo does not occupy any other than the first place in the business of handling cereals. Of course, Buffalo can live and grow without being advertised, but our cotemporaries cannot afford to compile and publish inaccurate or incomplete statistics.—*Milling World*.

Merchandise, valued at \$445,662,226, was imported free of duty during the eleven months ending with November, against \$390,671,151 worth during the corresponding month of 1891.

Broom corn, valued at \$30,072, was exported in November, against \$42,445 worth in November, 1891; and during the eleven months ending with November, \$127,219 worth was exported, against \$206,640 worth during the corresponding months of 1891.

Flaxseed, amounting to 4,468 bushels, was imported in November, against 79,493 bushels in November, 1891; and during the eleven months ending with November, 51,262 bushels, valued at \$61,799, was imported, compared with 739,123 bushels, valued at \$845,270, during the corresponding month of the preceding year.

Flaxseed, amounting to 3,889 bushels, was exported in November, against 877,380 bushels in the preceding November; and during the eleven months ending with November, 2,191,021 bushels, valued at \$2,542,344, was exported, compared with 2,007,255 bushels, valued at \$2,225,117, during the corresponding period of 1891.

WHY NOT ACT STRAIGHT?

A shipper of grain at this port sold to a Liverpool firm a quantity of oats at 16s, shipment first half of November, a lot of peas at 26s. 6d., shipment first half of November, and a lot at 27s. 6d., shipment last half of November, says the *Trade Bulletin* of Montreal. The contract read that bill of lading was to be final as to shipment, and certificate of inspection final as to quality. All the grain left this port on one steamer; but before she arrived at Liverpool the consignees cabled the shippers here: "Cannot accept your draft; goods not according to contract." The shipper then wired back: "Give reason for refusing draft," to which the reply came: "Goods not shipped in time," notwithstanding the fact that bills of lading were all dated in order, as per contract. After this the parties on the other side accepted the draft for the lot of peas sold at 26s. 6d., shipment first half of November, which was one of the lots they claimed was not shipped in time. The fact that this lot was billed at the lowest price, namely, 26s. 6d., probably accounts for the acceptance; but having accepted the peas which they at first claimed were not according to contract, and when asked for a reason for refusing them, cabled "Not shipped in time," the question arises, are they not bound to accept the peas at 27s. 6d., shipment last half of November? The excuse that this lot was not shipped in time, of course, would not hold. Then why was the draft not paid? The only reason the parties here can assign for such conduct is that the market had declined before the grain had arrived in Liverpool. But as the consignees accepted the shipment for the first half of November at 26s. 6d., what excuse can they now offer for not accepting the lot at 27s. 6d., shipment last half of November? Of course, it would never do for them to own up, and acknowledge that the reason was because the shipment for the last half of November cost 1s. more than the first half, and that the market had gone down instead of up, as was expected when the contract was consummated.

STORAGE RATES AT CHICAGO.

The managers of the "regular" elevators doing business in Chicago held their annual meeting, and decided to maintain the present standard of storage rates during the ensuing year.

Discussion of storage rates occupied almost the entire time of the meeting, and when a vote was taken on maintaining the present tariff there were no dissenting voices. The 1893 schedule of storage rates will be as follows:

"On all grain and flaxseed received in bulk and inspected in good condition, three-quarters of 1 cent per bushel for the first 10 days or part thereof, and one-third of 1 cent per bushel for each additional 10 days or part thereof, so long as it remains in good condition.

"On grain damp or liable to early damage, as indicated by inspection when received, 2 cents per bushel for the first 10 days or part thereof, and one-half of 1 cent per bushel for each additional 5 days or part thereof.

"No grain will be received in store until it has been in-

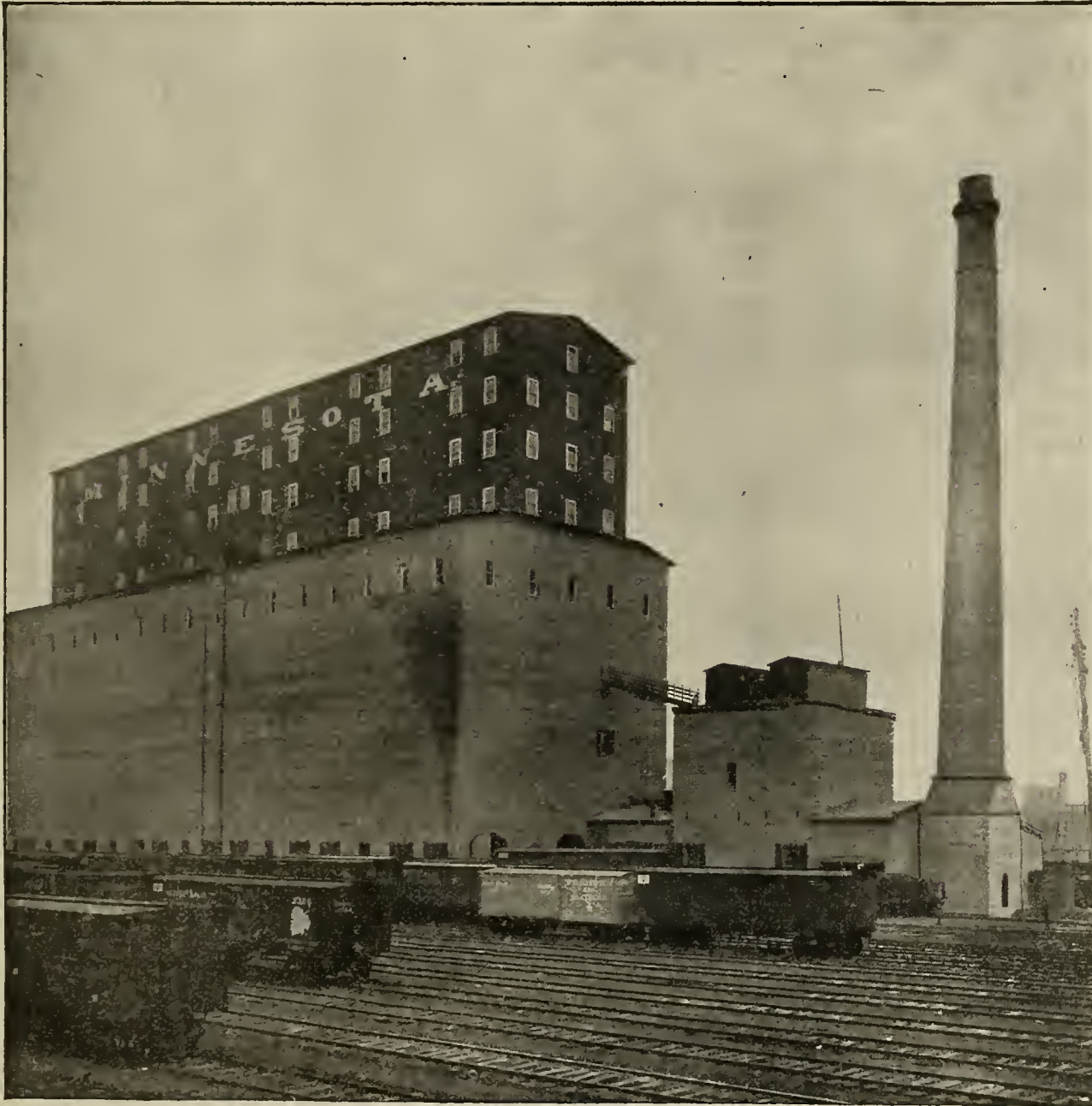
spected and graded by authorized inspectors, unless by special agreement."

Murry Nelson was chosen president of the allied elevator companies and E. W. Thompson secretary.

ARMOUR'S CLEANING HOUSE AT CHICAGO.

The "Minnesota Elevator" of Armour & Co., at Chicago, which was built a little over a year ago by Simpson & Robinson, elevator builders of Minneapolis, was, at time of completion, the largest cleaning elevator in the city, but since then Counselman's large cleaning house has been erected. Several changes and additions have been made in Armour's house since it was completed, so that it now has a much larger cleaning capacity than a year ago.

A marine leg has been added for receiving grain from



ARMOUR CO.'S CLEANING HOUSE AT CHICAGO.

canal boats and lake vessels. It is used principally for unloading damaged grain from lake vessels. Whenever a grain laden vessel sinks or gets its cargo wet the proprietors of this elevator make an effort to purchase the damaged grain at a low figure. By running the wet grain through their driers, which are right over the boiler room, as is shown in the illustration given herewith, the moisture is all removed.

The driers are constructed on the plan most approved by experienced elevator superintendents and builders. Each drier is a deep bin with series of shelves of on two opposite sides. The shelves on each side slope toward those on the other side, so that the stream of damp grain which is spouted into the top of drier is spread out on its way down. A huge fan at the top of each drier draws hot air from the boiler room up through the grain.

A number of machines have been added during the past year, so that the house is now fully equipped with machines for improving grain whatever its condition.

The Chicago, Burlington & Quincy Railroad Company is preparing a corn exhibit at the World's Columbian Exposition.

EXPORTS OF CORN.

In November we exported to the United Kingdom 2,119,667 bushels of corn; to Germany 330,788 bushels; to other countries in Europe 495,841 bushels; to British North America 150,694 bushels; to Mexico 1,189,945 bushels; to Cuba 63,941 bushels; to the other West Indies and Bermuda 37,159 bushels, and to South America 18,762 bushels; compared with 1,343,787 bushels to the United Kingdom, 231,057 bushels to Germany, 835,153 bushels to other countries in Europe, 64,483 bushels to British North America, 11,347 bushels to Mexico, 36,563 to Cuba, 25,587 to the other West Indies and Bermuda, and 2,635 to South America in November, 1891.

During the eleven months ending with November the exports of corn as reported by S. G. Brock, chief of the bureau of statistics, were 31,879,058 bushels, valued at \$16,929,070, to the United Kingdom; 14,097,167 bushels,

valued at \$7,392,591, to Germany; 2,043,144 bushels, valued at \$1,060,071, to France; 15,708,022 bushels, valued at \$8,174,926, to other countries in Europe; 3,570,621 bushels, valued at \$1,699,192, to British North America; 5,253,006 bushels, valued at \$3,446,161, to Mexico; 107,753 bushels, valued at \$79,731, to the Central American States and British Honduras; 873,330 bushels, valued at \$508,418, to Cuba; 43,217 bushels, valued at \$25,869, to Puerto Rico; 6,026 bushels, valued at \$3,314, to Santo Domingo; 477,428 bushels, valued at \$303,842, to the other West Indies and Bermuda; 188,137 bushels, valued at \$118,708, to South America, and 19,637 bushels, valued at \$13,260, to other countries; total 74,266,546 bushels, valued at \$39,755,153; in comparison with exports of 12,987,959 bushels, valued at \$8,463,341, to the United Kingdom; 2,550,939 bushels, valued at \$1,645,442, to Germany; 78,752 bushels, valued at \$55,969, to France; 4,129,390 bushels, valued at \$2,784,033, to other countries in Europe; 3,579,439 bushels, valued at \$2,255,537, to British North America; 302,323 bushels, valued at \$158,767, to Mexico; 177,708 bushels, valued at

\$173,980, to the Central American States and British Honduras; 220,836 bushels, valued at \$162,040, to Cuba; 3,169 bushels, valued at \$2,348, to Puerto Rico; 35 bushels, valued at \$26, to Santo Domingo; 522,947 bushels, valued at \$392,035, to the other West Indies and Bermuda; 372,120 bushels, valued at \$299,969, to South America, and 16,812 bushels, valued at \$14,173, to other countries; total 24,842,529 bushels, valued at \$16,407,660.

This exhibit shows that King Corn is wanted on both sides of the Atlantic Ocean. As the imports into Europe have largely increased, so too have the imports into Mexico, our Southern neighbor having taken over five million bushels more in the eleven months preceding December than in the corresponding period of 1891.

The cost of producing an acre of wheat in England, under favorable conditions, is estimated by English writers at \$35 to \$40.

An Illinois farmer made his wheat realize him \$1.50 a bushel by feeding it to his hogs. There is more than one way to beat the calamity business, and the anti-option law may not be necessary after all.

Queries and Replies.

Questions and answers are inserted under this head free of charge and all are invited to avail themselves of this column.

No. 9. To Overcome Unfair Competition.—Some four years ago we brought out a party here in the grain business, since which he has been in a number of different lines of business in this state, but finally early in the fall he came back here and joined hands with another party and went into the lumber business, and later in the fall these fellows went to buying grain on "track." Now the other lumber yard and the two grain elevators have given these fellows a very warm reception and they have lost money, but if there is anything more that we can do to help them along in this direction we want to do it, and therefore we wish to ask: What methods are used or known to the trade to trip up such fellows? Any information will be very thankfully received, and we trust that they will not be allowed the pleasure of reading your valuable publication. These fellows style themselves The ——— Company. Now again, our station agent has "sold himself" to the above named "outfit" and gives them all the information that comes into his possession. Now what is the best treatment to deal out to him? We could report him to the railroad people, but he has a particular friend among the executive officers of the road and it is doubtful if this would displace him. We can also report him to the telegraph company which might bring about the displacement, and we request you to give us the address of the manager of the telegraph company or the proper party, whoever he may be, and whom we suppose to be located in your city. Now again, this station agent is trying to get appointed as postmaster at this place with a very strong probability of getting it, and we do not want such a man in our post-office to handle our mail, and we wish to ask: What is the best way to trip him up here? We might report him to the post office department and this might break up his "little scheme" if we knew who the proper parties are to apply to. Can you give us this information? Any suggestions or advice that you can give us will be very thankfully received.—**NEBRASKA.** [The vice-president and general superintendent of the Western Union Telegraph Company is R. C. Clowry, La Salle and Washington streets, Chicago, Ill., and the proper person to address with reference to the appointment of a postmaster is the First Assistant Postmaster General, Washington, D. C. The courts have held that telegraph companies are common carriers, and must treat all alike. If it can be shown that the agent is unfit to be postmaster and is offensive to the citizens the post-office department will not appoint him to the place. Get up petition to have some other person appointed.—ED.]

IMPORTS OF RICE.

In November we imported 2,703,653 pounds of rice and 6,074,235 pounds of flour, meal and broken rice; against 2,340,565 pounds of rice and 2,525,930 pounds of flour, meal and broken rice in November, 1891. For the eleven months ending with November the imports were, of rice 73,897,836 pounds, valued at \$1,416,842, and of flour, meal and broken rice 60,735,214 pounds, valued at \$1,136,522; in comparison with 122,620,388 pounds of rice, valued at \$2,629,739, and 75,273,176 pounds of flour, meal and broken rice, valued at \$1,248,654, for the eleven months ending with November, 1891.

From the Hawaiian Islands we imported free of duty in November 952,900 pounds of rice, against 559,600 pounds in the preceding November; and during the eleven months ending with November we imported 8,981,400 pounds, valued at \$397,982; compared with 4,550,700 pounds, valued at \$247,335, during the corresponding period of 1891.

We re-exported in November 300 pounds Hawaiian and 711,717 pounds of other foreign rice, against 3,300 pounds of Hawaiian and 950,412 pounds of other foreign rice in the preceding November. During the eleven months ending with November we re-exported 52,879 pounds of the Hawaiian cereal, valued at \$1,445, and 9,422,963 pounds of other foreign rice, valued at \$194,074; compared with 17,837 pounds of the Hawaiian article, valued at \$729, and 9,617,328 pounds of other

foreign rice, valued at \$193,379, re-exported during the corresponding eleven months of 1891.

OHIO SUPPLY OF HAY.

A correspondent writes to the *Hay Trade Journal* that the prominence given to Ohio hay by Eastern dealers generally, and from the fact that that state and Eastern Indiana played an important part in the supply last year, many have supposed it would do the same this season. He says, however, that early in September, before the hay was fully cured, parties set out and in a short space of time secured nearly the entire surplus. The weather being fine for haling it, it has nearly all been put upon the market, and it is estimated that in Northwestern Ohio and Northeastern Indiana, three-quarters of the surplus hay is out of the country. The crop of 1892 being much smaller in that vicinity than that of 1891. Also that of other feed. The surplus of hay in 1891 being largely due to the extensive tonnage of coarse and unsalable stock food, which allowed the hay to be put upon the market and farmers who sold forty to fifty tons last year cannot spare any of this crop, and should a long cold winter follow many who commenced feeding in October, owing to the dry weather during the early fall, will be buyers instead of sellers before grass time.

DOTS AND DASHES.

Philadelphia's inspected receipts of wheat in 1892 were 15,287 carloads, and of corn, 30,369 carloads.

Toledo received 49,034 bags of clover seed and shipped 25,684 bags during the period from September 1 to December 23.

Denver, Colo., in 1892 received 1,633 cars of wheat, 1,118 cars of corn, 1,876 cars of oats, 3,455 cars of hay, and 1,023 cars of flour.

A gallon of corn, corn measure, which was made the subject of a guessing contest by the *Franklin* (Ky.) *Favorite*, contained just 8,894 grains.

Merchandise, valued at \$360,087,855, was imported, duty paid, for the eleven months ending with November, against \$368,201,769 worth for the corresponding period of 1891.

New Orleans exported in December 1,896,035 bushels of wheat and 34,069 bushels of corn, against 1,038,703 bushels of wheat and 235,053 bushels of corn in December, 1891.

Tacoma, Wash., has received 3,500,000 bushels of the new wheat crop with 2,000,000 more to come. The grain trade at that port is larger this season than last. Nine vessels are now loading wheat.

Fifty farmers in Carroll county, Md., are being sued on notes given to pay for "Seneca Wheat" and "hulless" oat seed. The notes secured by the swindlers aggregate over \$8,000. When will farmers buy good seed of reliable dealers?

The receipts of grain and flour at Philadelphia during 1892 were 12,020,805 bushels of wheat, 22,271,406 bushels of corn, 5,213,154 bushels of oats and 3,457,514 barrels of flour, against 6,823,166 bushels of wheat, 5,622,000 bushels of corn, 4,895,500 bushels of oats and 2,406,255 barrels of flour in 1891, and 1,644,582 bushels of wheat, 17,949,350 bushels of corn and 4,522,670 bushels of oats in 1890.

A calligraphist, who is a native of Hong Kong, executed a work of patience for the like of which we may search in vain the annals of Chinese industry. It is an original poem, written in thirty-three Chinese characters, without abbreviations, on a single grain of rice. The letters are so fine that they can hardly be distinguished by a magnifying glass. This poetic grain of rice has been offered to one of the princes of the imperial family.

H. J. O'Neill, the grain dealer of Winona, in talking of farmers shipping barley to Chicago from St. Charles, Minn., said there may be times when they could get a better price by shipping their grain to the Chicago market, but there are other times when they would get decidedly less, and on the average they would get less money than we are now paying at our elevators. If at the prices we pay we were to put our barley on the open market we should lose money. We in a measure make our own market by selling direct to the brewers and other parties using barley, and not having any dealings with middle men.

Trade Notes.

Nothing venture, nothing win;
Now's the time you should begin;
Advertise what you've to sell,
And we'll "ta-ra-ra-boom" it well.

Charlesworth & Solar have just completed a fanning mill factory at South Kaukauna, Wis.

C. B. Gorham of Turner, Ill., has secured the exclusive right to manufacture the Manning Grain Purifier.

Edward Buck, the elevator man of Elkton, S. D., has invented a power shovel for unloading grain cars.

Huntley, Cranson & Hammond of Silver Creek, N. Y., have issued a calendar for 1893, which will be mailed to every one dropping them a postal card.

The Paulding Manufacturing Company has been incorporated at Paulding, O., to manufacture the Bonanza Fanning Mill. The capital stock is \$10,000.

A business man of Meriden, Conn., says that his motto through life has been a very beneficial one. Here it is: "Early to bed, early to rise; hustle all day and advertise."

"Advertise, my dear fellow; advertising is the only means of success; modest merit starves in a garret; pushing self-assertion builds itself marble halls and fares sumptuously every day."

The Owatonna Fanning Mill Company has been incorporated at Owatonna, Minn., to manufacture fanning mills. The capital stock is \$10,000, and the incorporators are D. E. Virtue, O. J. Kallsted and Ed. Kulos.

A company has been organized at Winnipeg, Man., to manufacture and sell the new automatic grain weigher upon which Messrs. Henry and Wilson of Ardoch, N. D. have been granted a patent, and which was recently exhibited on the Winnipeg Grain Exchange.

Joseph Good, the commission merchant of Cincinnati, O., is sending to his many friends in the grain trade a beautiful calendar for the year 1893. The calendar combines beauty and utility, having been prepared especially for the trade; and Mr. Good sends with it his best wishes for a prosperous new year.

The Racine Hardware Manufacturing Company of Racine, Wis., is receiving a large number of orders for the Racine High Speed Automatic Engine, and also in every other department of their business. The company was recently awarded the contract to build twenty-five 34-foot electric launches for the World's Columbian Exposition. The outlook for the future is reported very promising.

The Weber Gas & Gasoline Engine Company has been incorporated at Kansas City, Mo., to manufacture and sell gas and gasoline engines and other machinery heretofore manufactured by the Weber Gas Engine Works. The capital stock is \$65,000, and the directors are George J. Weber, David C. McCarroll and Robert G. Weber. The works for some time have been running night and day with two gangs of men. The company is loaded up with orders and reports prospects for the new year very flattering indeed. A very neat and handsome catalogue has just been issued by the company, describing the merits of the Weber Gas and Gasoline Engine, with a number of excellent testimonials from users.

Philadelphia's exports of grain and flour in 1892 were 10,020,417 bushels of wheat, 19,399,891 bushels of corn, 448,877 bushels of oats and 1,809,621 barrels of flour, against 6,815,161 bushels of wheat, 2,759,135 bushels of corn, 312,211 bushels of oats and 1,156,342 barrels of flour in 1891.

Armour & Co., and other Chicago elevator men, are buying wheat in the Northwest to clean and mix so as to grade No. 2 spring. The cause of their action is the large premium on May wheat; and it is expected by the first day of the month there will be 15,000,000 bushels of regular No. 2 wheat in store at Chicago.

No man living at the close of the year 1892 set a finer example than Deacon White of the New York Produce Exchange. It is a grand object lesson in these times for a man to show himself strictly and scrupulously honest. The example to the world is worth much more than \$300,000 of old debts he paid not because he had to, but because it was just. The commercial world can well bow in honor to such an example of honest manhood.

JONES' PRIVATE ARGUMENT.

That air same Jones whieb lived in Jones,
He bad this pint about him;
He'd swear with a bundred sigbs aud groans,
That farmers must stop gettin' loans,
Aud git along witbout 'em.

That bankers, warehousemen and sich,
Was fattening on the planter,
And Tennessee was rotten rich
A raising meat and corn, all which
Drewed money to Atlanta.

And the only thing, says Jones, to do
Is, eat no meat that's boughten;
But tear up every I. O. U.,
And plant all corn and swear for true
Ter quit a-raising cotton.

Thus shouted Jones whar folks could bear,
At court and other gatherias,
And thus kept spoutin' many a year,
Proclaimin' loudly far and near
Sich fiddlesticks and blatherins.

But one all-fired sweatin' day
It happened I was boein'
My lower cornfield, which it lay
'Longside the road that runs my way,
Whar I can see what's goin'.

And after 12 o'clock had come
I felt a kinder faggin',
And laid myself un'neath a plum
To let my dinner settle sum,
When long come Jones' waggin.

And Jones was settin' in it so,
A readin' of a paper,
His mules was goin' powerful slow,
Fur both the lines be had tied to
The staple of the scraper.

The mules they stopped about a rod
From me and went to feedin'
'Longside the road, upon the sod,
But Jones (which be bad took a tod)
Not knowin' kept a readin'.

And presently says be: "Hit's true,
That Clisby's head is level.
Thar's one thing farmers all must do
To keep themselves from going tew
Bankruptcy and the devil.

"More corn, more corn; must plant less ground,
And mustn't eat what's boughten;
Next year they'll do it, reasonin's sound,
And cotton'll fetch 'bout a dollar a pound;
Tharfore I'll plant all cotton."

—Savannah News.

grain for less than the rate and weight specified, said company shall be punished by law.

All grain men will readily see that if the foregoing regulations were adopted they would put an end to shortage, overcharge claims and loss and damage claims on the part of shippers and receivers, while on the part of the railway companies freight claim agents would no longer be needed, and the amount now paid to said agent and his clerks would very soon pay all expenses in putting in scales, etc.

It seems very unreasonable that we should have to accept a receipt for a car of grain which when loaded weighs, for example, 28,000 pounds, and when unloaded get 27,000 pounds, or perhaps less. Of what value would such a receipt be if money were the article received for.

We shall be pleased to have any suggestions or help, either direct or through the column of the valuable AMERICAN ELEVATOR AND GRAIN TRADE, from anyone which might aid us here in Kansas in obtaining our rights.

What we want is the simplest and best way to protect ourselves from this great evil.

Very truly,
ARTHUR H. BENNETT,
Clay Centre, Kan.

BUILDING ELEVATOR.

Editor American Elevator and Grain Trade:—I am building an elevator of 30,000 bushels capacity. I will also make kiln-dried corn meal for the Southern trade. I am looking around for machinery to put in the elevator. When wheat is cheap then I think is the time to go into the business, so when it does come up to a good price one will be ready to do the business. You will find \$1 inclosed, for which please send me the AMERICAN ELEVATOR AND GRAIN TRADE for one year. Send me the December number if you have any on hand.

Yours respectfully,
J. M. MORRISON,
Cape Girardeau, Mo.

GRAIN TRADE OF BUFFALO.

William Thurstone, secretary of the Merchants' Exchange, Buffalo, N. Y., reports the receipts at and shipments from that city during 1892 of flour and grain as follows:

	Receipts by Lake.	Shipments by Canal.
Wheat, bu.....	78,243,560	20,372,570
Corn, bu.....	32,377,780	5,053,810
Oats, bu.....	16,500,250	4,397,660
Barley, bu.....	4,600,970	1,565,410
Rye, bu.....	1,316,530	142,040
Flaxseed, bu.....	5,833,470	lbs. 198,090,637
Seeds, bags.....	86,140	None reported
Flour, bbls. and sacks.	9,746,120	29,565

RAILROADS—NOT BILLED THROUGH.

Receipts—

	Cars.		Cars.
Wheat.....	1,905	Malt.....	82
Corn.....	5,719	Flaxseed.....	29
Oats.....	2,299	Other Seeds.....	109
Rye.....	160	Millstuff.....	610
Barley.....	1,936	Oil Cake and Meal... ..	47
Flour.....	630		

Shipments—

	Cars.		Cars.
Wheat.....	37,758	Malt....	1,484
Corn.....	15,641	Flaxseed.....	743
Oats.....	4,236	Other Seeds.....	208
Rye.....	458	Millstuff.....	5,051
Barley.....	1,295	Oil Cake and Meal... ..	84
Flour.....	20,430		

GRAIN TRADE OF ST. LOUIS.

Geo. H. Morgan, secretary of the Merchants' Exchange of St. Louis, Mo., reports the receipts and shipments of grain and seeds at that city during 1892 to have been as follows:

	Receipts.	Shipm'ts.
Wheat, bush.....	27,483,855	14,333,534
Corn bush.....	32,030,030	22,606,756
Oats, bush.....	10,604,810	4,972,928
Rye, bush.....	1,189,153	1,032,374
Barley, bush.....	2,691,249	188,563
Hay, tons.....	131,148	32,078
Seed, sacks.....	56,496	
Flaxseed, bush.....	767,285	161,248

Large amounts of hay have been pressed in Benton county, Minn., and shipped from Sauk Rapids.

DETROIT'S GRAIN TRADE FOR 1892

Geo. M. Lane, Secretary of the Board of Trade of Detroit, reports the receipts of grain and shipment from that city during the year just closed, were as follows:

Months.	Wheat.		Corn.	
	Receipts.	Shipments.	Receipts.	Shipments.
January.....	219,993	76,221	137,703	121,003
February.....	373,385	485,942	116,410	58,419
March.....	448,862	460,237	102,300	73,488
April.....	242,688	535,986	92,032	35,773
May.....	343,395	328,918	40,755	17,423
June.....	381,490	303,486	56,666	12,251
July.....	508,682	302,936	57,374	16,055
August.....	1,829,736	1,039,812	68,203	12,556
September....	1,113,286	718,128	115,486	29,940
October.....	1,220,063	952,541	180,234	81,155
November....	690,938	454,254	162,030	87,757
December....	686,517	124,202	191,390	143,550
Totals.....	8,059,035	5,782,663	1,320,583	689,370
By firm's w'gs	150,000			
Total supplies	8,209,035	5,782,663	1,320,583	689,370

Months.	Oats.		Barley.	
	Receipts.	Shipments.	Receipts.	Shipments.
January.....	142,824	7,685	101,376	16,646
February.....	144,151	30,369	110,427	8,915
March.....	139,713	5,993	94,438	7,893
April.....	79,854	875	92,312	12,321
May.....	143,143	3,512	61,807	5,635
June.....	191,997		31,199	4,413
July.....	115,009	6,703	56,717	
August.....	246,479	35,162	4,052	
September....	247,201	55,858	46,931	2,907
October.....	239,682	57,453	169,642	37,208
November....	160,425	6,676	227,169	48,160
December.....	151,897	10,778	229,260	30,288
Totals.....	2,002,375	221,069	1,225,828	174,386

Months.	Rye.		Flax Seed.	
	Receipts.	Shipments.	Receipts.	Shipments.
January.....	13,229	7,559	15,033	
February.....	14,981	24,967	20,523	
March.....	12,300	27,295	46,056	
April.....	9,614	32,085	65,689	
May.....	5,939	7,419	5,367	
June.....	6,262	3,331		
July.....	1,985	3,162		
August.....	53,592	40,751	689	
September....	52,046	49,697	6,070	
October.....	62,485	52,538	5,391	
November....	25,787	20,212	13,524	
December.....	14,035	20,132	10,074	
Totals.....	272,253	289,148	188,416	

Months.	Clover Seed.	
	Receipts.	Shipments.
January.....	5,343	4,441
February.....	4,413	10,456
March.....	2,372	3,508
April.....	685	3,356
May.....	31	
June.....		
July.....		
August.....		
September....	594	
October.....	1,327	497
November....	4,847	1,983
December.....	7,203	550
Total bushels.....	26,815	24,791

GRAIN TRADE OF NEW YORK CITY FOR 1892.

J. C. Brown, statistician of the New York Produce Exchange, reports the receipts and exports of flour, grain and seeds at that port during the past year as follows:

	Receipts.	Exports.
Flour, bbls.	4,135,572	3,978,076
Flour, sacks.....	5,087,691	
Wheat, bu.....	63,582,260	46,514,096
Corn, bu.....	27,379,321	12,819,911
Oats, bu.....	30,600,177	3,205,466
Barley, bu.....	4,254,541	1,869,569
Barley Malt, bu.....	4,039,765	
Rye, bu.....	2,310,972	4,448,675
Peas, bu.....	692,300	668,069
Blackeyed Peas, bags.....	13,627	
Beans, bu.....	561,192	155,009
Buckwheat, bu.....	607,652	
Mill Feed, tons.....	18,662	
Hominy, pkgs.....	23,534	
" " Chop, tons.....	843	
Flaxseed Dom'c, bs.....	4,158,280	2,359,056
Grass Seed, bu.....	202,475	
Timothy Seed, bags.....		25,032
Clover Seed, bags.....		75,770

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WHEAT MOVING SLOWLY.

Editor American Elevator and Grain Trade:—The movement of wheat is pretty slow here at present, on account of low prices. Farmers are all holding for an advance. About one-half of the wheat has been marketed. Find inclosed \$1, for which please send me the AMERICAN ELEVATOR AND GRAIN TRADE, commencing with September number, if you have the back numbers.

Yours truly,
C. W. SIDNAM,
Dassel, Minn.

KANSAS DEALERS ORGANIZING.

Editor American Elevator and Grain Trade:—An effort is being made in this state by various parties, headed by Mr. Taylor Miller of Salina, to call a meeting of all the grain dealers in this state and agree upon some plan for protection against such extensive shortages at destination and to lay that plan before our State Legislature at its next session, asking immediate action thereon.

We think, first: that the railroad companies should put in good track scales at every station where as many as one hundred cars of grain are shipped each year, and that each car should be carefully weighed both before and after loading.

Second, that every bill of lading should be a receipt for a specified amount and kind of grain and that it shall name the through rate of freight, according to the published tariffs, from the originating station to destination.

Third, that this receipt shall be good at destination for the full amount of grain therein specified, after full payment of freight, at the weight and rate therein named, shall have been made.

Fourth, that if any railroad company is found to carry

FLAXSEED AT CHICAGO.

The annual report of Flaxseed Inspector S. H. Stevens of the Chicago Board of Trade, shows that the flaxseed received at and shipped from Chicago each month of the past year was graded as follows :

RECEIPTS.								SHIPMENTS.								
1892.	BY RAILROAD.			Total Inspected Receipts.	Tbrough Cars.	Non- Inspected Cars.	GRAND TOTALS.	BY RAILROAD.			BY LAKE.		Total Inspected Shipmt's.	Tbrough Cars.	Non Inspected Cars.	GRAND TOTALS.
	NO. ONE.	REJECTED	NO GRADE.					NO ONE	REJECTED	NO GRADE	NO ONE	REJECTED				
MONTHS.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.	Busbels.
January..	625,900	136,950	19,800	782,650			782,650	159,534	45,486	585			205,605	17,600	73,150	296,355
February....	454,850	78,100	23,100	556,050			556,050	110,756	36,253	525			147,534	11,550	41,800	200,884
March.....	525,800	54,450	12,650	592,900			592,900	110,144	22,501				132,645	16,500	74,250	223,395
April.....	455,400	47,300	6,600	509,300	3,850	34,650	547,800	99,162	1,013		550,714		650,889	24,750	26,950	702,589
May.....	263,450	15,950	5,500	284,900	7,150	17,600	309,650	213,928	503		516,849		731,280	6,600	6,050	743,930
June.....	452,650	42,350	34,100	529,100	16,500	18,150	563,750	70,245	1,314	985	460,808		542,352	16,500	18,150	577,002
July.....	453,200	111,650	47,850	612,700			612,700	77,767	1,758		677,442	30,158	787,125	2,750	16,500	806,375
August.....	600,050	78,100	51,150	729,300			729,300	112,090	2,092		887,781		1,001,963	1,650	5,500	1,009,113
September....	538,450	149,600	70,950	759,000	2,750		761,750	157,074	5,960		757,466	30,518	951,018	7,700	15,950	974,668
October.....	1,313,950	70,400	27,500	1,411,850	40,150		1,452,000	139,579	4,335		914,721	20,000	1,078,635	22,550	49,500	1,150,685
November....	1,240,250	62,700	7,700	1,310,650	84,700		1,395,350	220,821	8,337		930,472		1,159,630	35,200	171,050	1,365,880
December....	666,050	52,800	4,950	723,800	19,250		743,050	143,452	1,008				144,460	10,450	73,150	228,060
Total.....	7,590,000	900,350	311,850	8,802,200	174,350	70,400	9,046,950	1,614,552	130,560	2,095	5,705,253	80,676	7,533,136	175,800	572,000	8,278,936

PHILADELPHIA GRAIN TRADE FOR 1892.

Philadelphia grain trade continues to grow. C. Ross Smith, secretary of the Commercial Exchange of Philadelphia, reports that the receipts and exports during 1892 were as follows :

RECEIPTS.								EXPORTS.				
MONTHS.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Rye, Bushels.	Barley, Bushels.	Flaxseed, Bushels.	Hay, Tons.	MONTHS.	Wheat, Bushels.	Corn, Bushels.	Oats, Bushels.	Rye, Bushels.
January.....	89,732	4,317,752	452,645	600	128,000	10,400	7,170	January.....	209,653	4,218,288	165,000	
February.....	215,908	3,904,132	566,835	5,400	144,800	16,800	9,250	February.....	150,907	3,486,241	93,698	
March.....	578,213	3,760,642	421,024	12,600	119,200	22,400	8,756	March.....	277,497	3,242,770	955	
April.....	1,016,222	3,160,017	229,543	3,000	35,200	4,800	8,390	April.....	1,380,229	2,824,163	91,802	
May.....	1,164,087	1,919,399	371,627		15,200	12,000	8,370	May.....	669,849	2,326,045	85,943	
June.....	511,057	996,784	493,911	13,800	32,000	24,000	9,800	June.....	766,560	982,544	2,070	26,404
July.....	652,432	1,162,572	523,995	10,260	36,000	8,000	6,580	July.....	504,742	819,540		
August.....	2,882,273	460,300	354,259	1,950		19,200	6,250	August.....	1,348,544	268,144		
September....	1,631,153	461,482	485,208	10,220	13,600	28,800	4,720	September.....	1,648,860	109,522	9,409	
October.....	1,533,884	660,774	458,503	16,250	117,600	31,200	9,810	October.....	1,272,343	410,219		
November.....	1,163,115	730,751	372,688	29,690	79,600	12,800	11,170	November.....	1,248,747	334,410		
December.....	582,724	736,801	482,916	10,200	235,200	33,650	9,430	December.....	532,486	378,005		
Total.....	12,020,805	22,271,406	5,213,134	113,970	956,400	224,050	99,516	Total.....	10,020,417	19,399,891	448,877	26,404

BALTIMORE'S GRAIN TRADE FOR 1892.

Wm. F. Wheatley, secretary of the Baltimore Corn and Flour Exchange, reports the receipts and exports of grain and seeds at that city during the year 1892 to have been as follows:

RECEIPTS.								EXPORTS.							
MONTHS.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley and Malt. Bushels.	Clover seed. Bushels.	Timothy seed. Bushels.	MONTHS.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.	Clover seed. Bushels.	Timothy seed. Bushels.
January.....	752,659	5,048,459	83,000	26,428	33,972	7,747	713	January.....	9,922,161	4,519,480	1,740	68,786	25,955	19,677	8,545
February.....	1,007,893	5,447,844	180,208	48,061	30,299	14,038		February.....	633,761	4,707,607	60	20,436		12,133	2,126
March.....	1,151,276	3,312,573	174,000	149,252	72,614	3,839		March.....	1,074,951	3,577,286	350	49,714	830	1,374	582
April.....	972,420	1,415,527	63,000	100,864	9,107	917		April.....	1,238,766	1,795,928	200	148,396			
May.....	1,607,036	1,427,643	349,538	96,599	6,870			May.....	970,259	1,210,913	120,703	109,964			
June.....	946,830	706,387	77,371	27,925	13,401		1,479	June.....	1,284,792	783,560		68,028			
July.....	1,763,810	362,378	256,444	85,450	13,004		561	July.....	1,138,193	311,005	210	69,600			
August.....	4,225,699	220,463	167,885	68,035	18,968	2,772	7,417	August.....	2,751,216	290,450	19,490	29,635			
September....	1,302,447	205,200	367,456	84,906	16,329	10,267	6,067	September.....	1,550,216	68,117	19,518	61,714			559
October.....	1,959,968	1,039,091	149,539	93,744	49,989	5,403	3,807	October.....	1,619,989	462,472	16,000	97,254		8,138	4,456
November.....	1,033,704	685,939	107,235	64,848	33,963	24,051	10,267	November.....	734,920	575,435				19,501	5,399
December.....	847,590	760,023	210,000	76,573	77,250	7,118	1,092	*December.....	1,573,855	591,863		17,143			
Total.....	17,571,332	20,631,527	2,185,676	922,685	375,766	76,152	31,403	Total.....	16,493,079	18,894,116	172,271	740,670	26,785	60,823	21,667

*Unofficial.

DULUTH'S GRAIN TRADE FOR 1892.

We are indebted to George E. Welles, secretary of the Duluth Board of Trade for the following statement of the production of flour and the receipts at and shipments from Duluth, Minn., during the year 1892, of flour and grain:

RECEIPTS.									SHIPMENTS.							
MONTHS.	Flour Produced.	Flour Received.	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Flax. Bu.	MONTHS.	Flour. Bbls.	Wheat. Bu.	Corn. Bu.	Oats. Bu.	Rye. Bu.	Barley. Bu.	Flaxseed. Bu.
January.....	45,049		1,447,001					35,552	January.....	48,448	121,250				894	1,306
February.....	77,220		1,591,302					29,620	February.....	81,117	121,829					1,025
March.....	64,590	119,066	3,844,584				1,442	25,135	March.....	63,516	119,952				28,444	2,321
April.....	63,992	92,052	4,617,479					26,415	April.....	84,766	3,669,844					110,880
May.....	76,143	356,045	1,092,093					6,431	May.....	416,138	8,771,387					126,029
June.....	87,256	590,321	2,381,271					21,840	June.....	657,936	2,998,743					80,652
July.....	87,955	560,128	2,367,435	39,887				8,590	July.....	619,687	3,121,612	39,922				835
August.....	94,855	628,836	1,181,576	32,397		12,035		5,246	August.....	675,720	1,924,442	32,397				75,156
September....	89,374	499,566	5,647,105	34,395	35,448	22,206	654	46,703	September.....	551,310	3,653,794	34,395	27,760	16,169		60,719
October.....	163,670	702,340	8,326,011		2,193	19,001	80,245	55,402	October.....	825,558	5,081,237		2,193	10,850	37,089	
November.....	132,613	411,691	7,252,005			10,271	23,184	411,691	November.....	699,803	3,339,659			35,081	41,237	49,273
December.....	71,094		6,912,707			6,140	424	41,110	December.....	39,482	84,745			27,788	822	
Total.....	1,053,811	3,960,035	46,660,572	106,679	37,641	69,653	105,949	713,735	Total.....	4,763,481	32,958,494	106,714	29,953	90,709	108,486	508,196

GRAIN TRADE OF PEORIA.

The receipts and shipments of grain and seeds at Peoria, Ill., during the year 1892, were as follows:

RECEIPTS.								SHIPMENTS.							
MONTHS.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.	Hay. Tons.	Seeds. Pounds.	MONTHS.	Wheat. Bushels.	Corn. Bushels.	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.	Hay. Tons.	Seeds. Pounds.
January.....	66,500	21,696,000	1,127,000	33,000	205,200	5,482	540,000	January.....	41,700	1,725,000	1,264,000	2,750	165,200	410	621,700
February.....	87,500	16,227,000	1,115,000	19,800	304,800	7,480	360,000	February.....	58,500	1,324,050	1,330,000	7,150	221,400	550	246,500
March.....	85,500	9,426,000	662,000	24,750	146,400	4,420	90,000	March.....	72,300	499,400	916,600	13,200	110,600	400	213,070
April.....	68,000	591,000	736,000	15,950	66,600	1,780	60,000	April.....	54,900	107,800	734,300	7,700	33,600	660	185,500
May.....	50,500	697,800	1,031,000	11,550	29,400	1,290	570,000	May.....	29,650	63,600	1,002,500	8,250	25,200	860	325,100
June.....	53,000	928,800	1,502,000	12,100	18,000	2,700	300,000	June.....	27,000	293,100	1,555,000	4,950	7,200	1,580	377,300
July.....	85,300	518,450	1,282,500	13,000	9,000	4,000	30,000	July.....	57,750	106,700	1,289,800	2,400	2,700	1,310	100,000
August.....	398,803	326,200	1,195,400	14,350	7,400	2,330	90,000	August.....	337,550	124,100	1,030,700	3,600	2,000	430	120,000
September....	205,050	793,500	1,450,050	17,300	58,350	3,070	370,000	September.....	139,310	225,350	1,308,700	7,850	21,500	880	150,000</

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, January 7, 1893, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		8,000	10,000	6,000	70,000
Baltimore	1,186,000	181,000	160,000	143,000	
Boston	65,000	55,000	28,000	1,000	10,000
Buffalo	4,098,000	185,000	92,000	103,000	915,000
do afloat	538,000	288,000			
Chicago	12,407,000	5,352,000	2,573,000	382,000	59,000
do afloat	1,395,000	814,000	205,000		
Cincinnati	12,000	3,000	12,000	7,000	202,000
Detroit	1,508,000	36,000	19,000	6,000	141,000
do afloat	15,055,000				
Duluth	571,000				
do afloat	437,000	150,000	150,000	11,000	
Indianapolis	1,823,000	235,000	105,000	44,000	
Kansas City	2,346,000	31,000	23,000	110,000	137,000
do afloat					
Minneapolis	11,850,000	74,000	47,000		38,000
Montreal	453,000	15,000	297,000	16,000	83,000
New York	14,737,000	1,472,000	1,401,000	91,000	82,000
do afloat	1,052,000	149,000	392,000	32,000	74,000
Oswego					178,000
Peoria	138,000	290,000	192,000	35,000	33,000
Philadelphia	1,548,000	368,000	121,000		
St. Louis	6,320,000	1,153,000	147,000	40,000	87,000
do afloat					
Toledo	3,687,000	980,000	102,000	87,000	
Toronto	232,000		35,000		48,000
On Canals	58,000				
On Lakes					
On Miss. River					
Grand total	81,786,000	11,839,000	6,111,000	1,114,000	2,157,000
Same date last year	45,603,983	7,918,554	3,686,325	2,184,452	1,937,249

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector P. Bird Price the grain received at Chicago during the month of December was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	1	2	3	1	2	3	
C. B. & Q.	1	2	...	98	113	...	39	61	30	1
C. R. I. & P.	1	...	...	20	65	...	14	40	22	2
C. & A. ....	...	...	...	7	325	...	3	50	25	17
Illinois Central ..	...	...	...	18	8	...	5	52	21	...
Freeport Div. ....	...	...	...	7	1	...	1	1	1	...
Galena Div. N. W. ..	...	...	...	29	8	...	...	6	...	...
Wis. Div. N. W.	4	...	...	1	...	...	7	20	2	...
Wabash	1	2	...	2	5	...	1	34	29	...
C. & E. I. ....	...	...	...	...	...	...	3	27	10	...
C. M. & St. P.	1	2	5	1	5	1	3	31	7	...
Wisconsin Central ..	...	...	...	...	...	...	...	...	...	...
C. G. Western .....	...	...	...	38	84	...	23	4	2	...
A. T. & S. Fe. ....	...	...	...	57	518	...	78	25	8	...
Through & Spec. ....	...	...	...	329	90	...	76	119	20	4
Total each grade ..	1	8	11	1	610	1,219	252	464	183	24
Total W. wheat. ....	...	...	...	...	...	...	...	...	...	2773

SPRING WHEAT.

Railroad.	Northern.	2			3			4			No Grade.	White.	Mixed Wheat.
		2	3	4	2	3	4	2	3	4			
C. B. & Q.	1	127	821	226	10	6	89	...	...	...	15	...	...
C. R. I. & P.	6	59	46	...	1	75	...	...	...	...	...	...
C. & A.	3	7	...	...	5	...	...	...	1	...	...
Illinois Central	2	...	...	...	...	...	...	...	...	...	...
Freeport Div.	44	12	...	...	...	...	...	...	...	...	...	...
Galena Div. N. W.	63	376	106	1	...	15	1	...	...	...	...	...
Wis. Div. N. W.	5	28	10	2	...	...	...	...	...	...	...	...
Wabash	7	...	2	...	...	1	...	...	...	...	...	...
C. & E. I.	1	...	...	...	...	...	...	...	...	...	...
C. M. & St. P.	26	1,007	150	3	...	3	...	...	...	...	...	...
Wisconsin Central	1	...	...	...	...	...	...	...	...	...	...
C. G. Western	1	154	21	...	...	3	4	...	...	...	...	...
A. T. & S. Fe.	2	13	1	...	...	1	...	...	...	...	...	...
Through & Spec.	435	27	11	...	...	1	...	...	...	...	...	...
Total each grade ..	1	716	2,503	581	17	10	194	1	16	...	...	...	...
Total Spg. wheat.	4,039

CORN

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C. B. & Q.	47	142	5	6	42	375	84	3
C. R. I. & P.	33	56	...	5	140	246	12	...
C. & A.	62	213	4	36	92	128	75	...
Illinois Cent.	232	537	57	120	212	142	351	24
Freeport Div.	6	34	...	20	15	47	10	4
Gal. Div. N. W.	54	323	2	11	73	633	118	1
Wis. Div. N. W. ....	...	4	...	...	...	1	...	...
Wabash	55	57	25	39	30	40	61	1
C. & E. I.	33	137	5	21	20	117	148	1
C. M. & St. P.	1	32	...	...	15	106	33	2
Wis. Central .....	...	...	...	...	...	...	...	...
C. G. Western	6	98	...	5	15	322	28	...
A. T. & S. Fe.	36	202	3	10	37	324	24	...
Th'gh & Spel.	117	458	1	12	31	84	46	1
Total each grd.	682	2,293	102	285	722	2,565	990	39
Total corn .....	...	...	...	...	...	...	...	7,678

OATS.

Railroad.	White.		2	3	White Clipped.		No Grade.
	2	3			1	2	
C. B. & Q.	42	501	59	121	...	1	2
C. R. I. & P.	9	492	33	104	...	5	1
C. & A.	11	67	34	21	...	...	3
Illinois Central ..	2	195	87	50	...	...	3
Freeport Div.	3	322	39	119	...	...	1
Galena Div. N. W. ..	55	776	22	213	...	1	1
Wis. Div. N. W.	10	167	2	44	...	...	1
Wabash	3	37	19	10	...	1	3
C. & E. I.	3	47	34	13	...	...	1
C. M. & St. P.	15	546	56	251	...	...	14
Wisconsin Central ..	2	10	1	1	...	...	...
C. G. Western	16	115	16	129	...	...	7
A. T. & S. Fe.	2	35	16	2	...	...	...
Through & Special ..	3	49	31	14	...	14	9
Total each grade.	176	3,359	449	1092	...	24	46
Total oats .....	...	...	...	...	...	...	5,146

RYE.

Railroad.	1	2	3	No Grade.
C. B. & Q.	25	7	...
C. R. I. & P.	7	2	...
C. & A.	1	...	...
Illinois Central	2	...
Freeport Div.	1	7	...
Galena Div. N. W.	12	3	...
Wisconsin Div. N. W.	4	1	...
Wabash	1	...	...
C. & E. I.
C. M. & St. P.	15	14	...
Wisconsin Central	1	...	...
C. G. Western	2	7	...
A. T. & S. Fe.	1	...	...
Through & Special	21	20	...
Total each grade.	89	65	...
Total rye	154

BARLEY.

Railroad.	Bay Brewing.	Chevalier.	3	4	5	No Grade.	Total No. Cars by Each Road.
C. B. & Q. ....	...	...	139	78	7	2	3,328
C. R. I. & P.	3	...	30	113	2	...	1,644
C. & A. ....	...	...	...	...	...	...	1,192
Illinois Central ..	...	...	...	...	...	...	2,120
Freeport Div. ....	...	...	63	49	1	...	807
Galena Div. N. W. ..	1	1	94	47	8	1	3,055
Wis. Div. N. W. ....	...	...	231	296	56	4	903
Wabash .....	...	...	...	1	...	...	467
C. & E. I. ....	...	...	...	...	...	...	621
C. M. & St. P.	1	1	582	311	3	13	3,056
Wisconsin Central ..	...	...	4	6	...	...	26
C. G. Western .....	...	...	46	119	3	...	1,268
A. T. & S. Fe. ....	...	...	...	3	...	...	1,399
Through & Special ..	...	...	2	4	...	...	2,030
Total each grade.	3	2	991	1,028	80	20	21,916
Total barley .....	...	...	...	...	...	...	2,126
Total all grain .....	...	...	...	...	...	...	21,916

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from Atlantic ports during the two weeks ending January 7, as compared with same weeks last year, have been as follows:

	For week ending Jan. 7.		For week ending Jan. 9.		For week ending Dec. 31.		For week ending Jan. 2.	
	1893.	1892.	1892.	1892.	1892.	1892.	1892.	1892.
Wheat, bu.	1,459,000	2,023,500	1,214,000	1,822,800	...	...	...	...
Corn	521,000	2,491,100	419,000	2,532,300	...	...	...	...
Oats	48,000	475,600	76,000	497,000	...	...	...	...
Rye	28,000	356,000	16,000	35,000	...	...	...	...
Flour, bbls.	219,500	219,500	259,000	302,500	...	...	...	...

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during December, 1892 and 1891, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover, lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1892...	2,103,571	734,368	211,220	760,802	2,119,230	25,828
1891...	2,611,614	568,221	364,410	1,592,563	3,197,123	20,939
Ship'ts	...	...	...	...	...	...
1892...	797,287	623,151	382,328	477,151	122,400	15,480
1891...	1,614,244	835,223	321,205	695,444	2,336,389	2,753

RANGE OF PRICES AT CHICAGO.

The daily range of prices of grain for December delivery at Chicago since December 15 and for January delivery since January 1 has been as follows:

DECEMBER.	WHEAT.			CORN.			OATS.			RYE.		BARLEY.		FLAX SEED.	
	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Closing.	Low.	High.	Low.	High.	Low.	High.
15	71 ¹ / ₂	71 ¹ / ₂	71 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	42 ¹ / ₂	30 ¹ / ₂	30 ¹ / ₂	30 ¹ / ₂	47 ¹ / ₂	47 ¹ / ₂	41	65	107 ¹ / ₂	107 ¹ / ₂
16	69 ³ / ₄	71 ¹ / ₄	70 ³ / ₄	41 ³ / ₄	42 ³ / ₄	42	30 ³ / ₄	30 ³ / ₄	30 ³ / ₄	47	47	40	62	107 ³ / ₄	107 ³ / ₄
17	69 ³ / ₄	70 ³ / ₄	70 ³ / ₄	41 ³ / ₄	42	41 ³ / ₄	30	30 ³ / ₄	30	47 ³ / ₄	47 ³ / ₄	40	66	107 ³ / ₄	107 ³ / ₄
18															
19	69 ⁶ / ₈	70	69 ⁶ / ₈	41 ⁶ / ₈	41 ⁶ / ₈	41 ⁶ / ₈	30	30	30	47 ⁶ / ₈	47 ⁶ / ₈	40	68	106 ⁶ / ₈	106 ⁶ / ₈
20	69 ⁶ / ₈	69 ⁶ / ₈	69 ⁶ / ₈	41	41 ⁶ / ₈	41	29 ⁶ / ₈	29 ⁶ / ₈	29 ⁶ / ₈	48	48	39	65	106 ⁶ / ₈	106 ⁶ / ₈
21	69 ⁶ / ₈	70	70	40 ⁶ / ₈	40 ⁶ / ₈	40 ⁶ / ₈	29 ⁶ / ₈	29 ⁶ / ₈	29 ⁶ / ₈	49	49	47	68	106 ⁶ / ₈	106 ⁶ / ₈
22	70	71 ¹ / ₂	71 ¹ / ₂	40 ¹ / ₂	40 ¹ / ₂	40 ¹ / ₂	30 ¹ / ₂	30 ¹ / ₂	30 ¹ / ₂	50	51	41	60	106 ¹ / ₂	106 ¹ / ₂
23	71	72 ¹ / ₈	71 ³ / ₈	40 ³ / ₈	41	40 ³ / ₈	29 ³ / ₈	30 ³ / ₈	29 ³ / ₈	51	52	42	56	106 ³ / ₈	107
24															
25															
26															
27	72 ¹ / ₈	72 ³ / ₈	72 ³ / ₈	40 ³ / ₈	41	40 ³ / ₈	30	30	30	50 ¹ / ₈	50 ¹ / ₈	44	63	106 ³ / ₈	107
28	70 ¹ / ₄	72 ³ / ₈	71 ¹ / ₂	40 ³ / ₈	40 ³ / ₈	40 ³ / ₈	29 ³ / ₈	29 ³ / ₈	29 ³ / ₈	50	50	39	67	106 ³ / ₈	107
29	71	72 ³ / ₈	72	39 ³ / ₈	40 ³ / ₈	40 ³ / ₈	29	29 ³ / ₈	29 ³ / ₈	50 ³ / ₈	50 ³ / ₈	41	58	106 ³ / ₈	107
30	71 ¹ / ₂	72 ³ / ₈	71 ³ / ₄	4	40 ³ / ₈	40 ³ / ₈	30	30 ³ / ₈	30 ³ / ₈	50 ³ / ₈	51	45	68	106 ³ / ₈	107
31															
1															
2															
3	72 ¹ / ₂	72 ³ / ₈	72 ¹ / ₂	40 ³ / ₈	40 ³ / ₈	40 ³ / ₈	30 ¹ / ₈	30 ¹ / ₈	30 ¹ / ₈	52 ¹ / ₈	52 ¹ / ₈	36	65	106 ¹ / ₈	108 ¹ / ₈
4	72	72 ³ / ₈	72 ³ / ₈	40 ¹ / ₄	41 ¹ / ₄	41 ¹ / ₄	30 ³ / ₈	30 ³ / ₈	30 ³ / ₈	53	53	40	68	107	107 ¹ / ₈
5	72 ³ / ₈	72 ³ / ₈	72 ³ / ₈	40 ³ / ₈	41 ¹ / ₄	41 ¹ / ₄	30	30 ³ / ₈	30	52 ³ / ₈	53	43	67	107 ¹ / ₈	108
6	72	72 ³ / ₈	72 ³ / ₈	40 ³ / ₈	41 ¹ / ₄	41 ¹ / ₄	30	30 ³ / ₈	30 ³ / ₈	52 ³ / ₈	52 ³ / ₈	43	63	107 ¹ / ₈	108
7	72 ³ / ₈	73 ¹ / ₈	72 ³ / ₈	41 ³ / ₈	41 ³ / ₈	41 ³ / ₈	30 ¹ / ₈	30 ³ / ₈	30 ³ / ₈	53	53	44	65	107	108
8															
9	72 ⁷ / ₈	72 ⁷ / ₈	72 ⁷ / ₈	41 ³ / ₈	41 ³ / ₈	41 ³ / ₈	30 ¹ / ₈	30 ³ / ₈	30 ¹ / ₈	53	54	41	61	108	108
10	72 ³ / ₈	73 ³ / ₈	73 ³ / ₈	41 ¹ / ₄	41 ¹ / ₄	41 ¹ / ₄	30 ¹ / ₄	30 ³ / ₈	30 ³ / ₈	55 ¹ / ₈	56	40	64	108 ¹ / ₄	108 ¹ / ₄
11	73 ³ / ₈	75 ³ / ₈	75 ³ / ₈	41 ³ / ₈	42 ³ / ₈	42 ³ / ₈	30 ³ / ₈	31	31	57	57 ¹ / ₂	40	62	109	109
12	75	76 ¹ / ₄	76 ¹ / ₄	41 ³ / ₄	41 ³ / ₄	41 ³ / ₄	30 ³ / ₈	30 ³ / ₈	30 ³ / ₈	56 ¹ / ₂	57	40	68	110	110
13	75	76	75	42	42 ³ / ₈	42 ³ / ₈	31 ¹ / ₈	31 ¹ / ₈	31 ¹ / ₈	56 ¹ / ₂	57	45	60	109 ¹ / ₂	110
14	75 ³ / ₄	77 ¹ / ₄	77	42 ³ / ₈	43 ³ / ₈	43 ³ / ₈	31 ¹ / ₂	32	31 ¹ / ₂	57 ¹ / ₂	57 ¹ / ₂	40	68	110	110



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CHICAGO, ILL., JANUARY 15, 1893.

PROVINCE OF THE COUNTRY ELEVATOR MAN.

The true province of the country elevator man is generally accepted as being that of buying, storing and shipping grain for himself, and until within the last two years the majority of elevator men have done naught else. In some states many have cleaned their grain before shipping it, and some have shelled corn, not only for themselves but for any that desired that service. In the Middle states of the Mississippi Valley a few have handled lumber and in the Northwest many elevator men handle salt and coal and some store grain for all comers. In the Dakotas more are doing a storage business than in any state.

The large operators buying principally in states with a large surplus who have houses at many stations, often open but six months of the year, and the irregular buyer who seeks only to secure the cream of the business, buying only when the farmer is rushing his grain to market, have greatly encroached upon the business of the regular country elevator man. This fierce competition and the resulting loss of business has caused the regular buyers some uneasiness. Some have tried to meet the competition by increasing their facilities for improving the quality of grain. Many have accepted the situation as inevitable, and have broadened their field of business to give employment to their help and capital a greater portion of the year than is possible where only a regular elevator business is done.

Ten years ago nearly every country town had one or more flour mills and others were located at points convenient for farmers outside the town. At these mills the farmer procured in addition to flour, his corn meal, Graham and feed. The rise of the big mills and fierce competition among themselves has compelled the proprietors of many of these small mills to suspend operations. After the mills were closed these products were shipped

in, until the enterprising elevator man resolved to make an effort to supply the demand for the coarser products and added a feed mill to his elevator equipment. The demand for rye flour as well as feed has been increasing at a remarkable rate in many districts. A large number of elevator men now manufacture these products and some also make buckwheat flour, pearl barley, Graham and corn meal. We do not know of one elevator man who has gone into the grinding business and made a failure of it. Failure is hardly possible, except in a small town where a custom mill has already secured this business. In some places grain dealers handle tile, cement, lime and plaster but this belongs more properly to the province of the lumber dealer.

A large number have taken another step toward broadening their field of business and have added a baling press. The poor crop of forage products in the United Kingdom and the reported short crop of hay at home has probably caused more elevator men to go into the business of baling and shipping hay during the past six months than during any preceding year. This business properly belongs to the elevator man and no doubt the number engaged in it will be greatly increased. With good facilities for improving grain, shelling corn, grinding feed, buckwheat, rye, corn and Graham and baling and storing hay the country elevator man ought to do a good business every year regardless of poor crops and the competition of large operators and irregular buyers.

EXPORTS OF BREADSTUFFS.

Breadstuffs valued at \$16,836,820 were exported in December, against \$30,241,893 in the preceding December; and in the six months ending with December \$104,625,578 worth was exported, against \$155,989,193 in the corresponding period of 1891. During the year breadstuffs valued at \$237,561,385 were exported, against \$224,319,500 during 1891.

In December we exported 3,008,317 bushels of corn, 9,687,048 bushels of wheat, and 1,664,979 barrels of wheat flour, against 5,674,507 bushels of corn, 15,662,996 bushels of wheat, and 1,526,961 barrels of wheat flour in the preceding December.

For the last half of the year the exports of breadstuffs included 65,596,809 bushels of wheat, 16,180,690 bushels of corn, 669,323 bushels of oats, 943,838 bushels of rye, 1,245,695 bushels of barley and 8,804,815 barrels of wheat flour; compared with 95,121,963 bushels of wheat, 18,214,829 bushels of corn, 4,579,961 bushels of oats, 7,882,702 bushels of rye, 1,894,942 bushels of barley and 6,614,664 barrels of wheat flour, for the last half of the preceding year.

AMEND THE INTERSTATE COMMERCE LAW.

The Interstate Commerce Commission is opposed to the repeal of the anti-pooling clause of the Interstate law and in its report recently issued it rightly says it would be vain to protect carriers from competitive attacks upon each other, if the general public cannot be protected from discrimination, extortion and favoritism. The prime object of the law is to secure just and like treatment for all and every effort should be made to amend the law so as to accomplish this. That the law needs mending is patent. Elsewhere in this issue we give the recommendations of the commission.

Every grain shipper who desires reasonable rates and equal treatment with others should write to his representative in Congress and make an effort to induce him to work to secure such amendments to the law as will enable the commission to carry out its purpose. The charge is frequently made, that this or that carrier is discriminating in favor of a large shipper, and often reliable evidence has been given to substantiate the charge. No doubt carriers often discriminate against shippers or places and first of all the law should be so amended as to put a stop to this injustice. Shippers may kick and swear at the car-

rier's agents as they have been doing, from now to doomsday, it will have no effect. If you have a grievance of this kind let the public and your representatives in legislative bodies know it. No association should hold a meeting without petitioning Congress to strengthen the Interstate Commerce law so that the intent and spirit of the law may be carried out.

"DOLLAR WHEAT."

From a Western paper comes a bran new proposition to relieve the farmer; that is, the wheat farmer, for the paper is published in a wheat country. Did it but hail from a hay or cotton country, or a cabbage and turnip country, the proposition would, with changed terms, be equally efficacious. The evolver of this new panacea says that a dollar a bushel is "the figure implanted in the minds of all farmers as a remunerative price for raising wheat;" and he is further convinced that "anything that would insure a dollar a bushel for wheat every year and any time in the year, would certainly be a boon to farmers." Yea, verily. But why insure a stipulated profitable price for the farmer's products and not for those of the butcher, the baker and the candlestickmaker? But perhaps such a suggestion is an impertinence. How to get "dollar wheat" is the point. Here is the solution in a nutshell: "If the government would absolutely prohibit the importation of foreign wheat and then say wheat is worth \$1 a bushel; when no one wants it, bring it to our warehouse and we will pay \$1 for it, and when parties want it from us they must pay \$1 and the expense of storage from the day in which this was done, not a bushel of wheat would be sold in the United States for less than a dollar except the cost of freight to the nearest government warehouse. Farmers could sell their wheat whenever they want the money. Millers could buy it whenever they need it. The price would be the same all the time, and in the course of a year the crop would be consumed or almost consumed at home. If there should be a little surplus the first few years the government could afford to sell that at the world's price, and if there should be some little loss on it the benefit to the people would more than compensate for it. In ten or fifteen years we shall have no surplus and there would be no loss."

Don't you see how easy it is? All the government has to do is to buy all the wheat offered at a dollar a bushel. The government is simply to "bull" wheat, in order to insure a profit to the wheat grower. Of course, the farmers, having had the government insure them a profit (and enough wheat would be raised in three years to hopelessly bankrupt the government), would, in fairness, be willing to have a profit insured to the miller, and a steady job and good wages to the miller's man, and dividends to the railway, and profits, good wages and good living to the other members of the community, all to come out of that mysterious thing called "Government," which some people clothe with all the wisdom and omnipotence that belong to Deity alone.

All such schemes are in their substance, the veriest nonsense. They are very generally impracticable; but even when practicable they would involve an injustice to all the rest of the community except the proposed beneficiary of the plan. There is a plan which would work, and which would not involve the government in bankruptcy. Neither would it insure any stipulated price, but it would benefit the farmer and miller at the general expense. That plan would be to place a bounty on export flour. The government would not have to buy any surplus wheat. The surplus would have to find a market and as the European would get the benefit of the bounty, the foreign miller and wheat grower would not be "in it," until his government should in turn protect him. If the Government is to be exploited for the benefit of the farmer, let it be in some such practicable method as this, which will benefit farmer and miller and the carrying trade as well. But the American people as a whole do not take kindly to such schemes, and "dollar wheat" and other desirable things will probably continue to come,

if they come at all, not through government interference but through the operation of economic law.

PUTS AND CALLS.

The Chicago Board of Trade, or rather the directors thereof, have changed front on the subject of puts and calls. Three months ago an attempt was made to discipline three well-known members for this species of trading. The cases dragged along until the other day when the directors, after hearing the testimony, dismissed the cases. They went a step further and rescinded the rule making such trading unlawful. The rule was passed nearly a year ago and was as follows:

Resolved, That the secretary be, and hereby is, instructed to give public notice from the balcony in the exchange hall, that all trading of whatsoever nature, either directly or indirectly, in puts and calls, as the same are defined by the statutes of the state of Illinois, as well as all transactions growing out of or resulting from such trading are and will be deemed by the board of directors of the Board of Trade of the city of Chicago, dishonorable conduct. Any member duly convicted of such dishonorable conduct will be disciplined under the provisions of sections 9 and 15 of rule 4 of the rules of said Board of Trade, it being the intent of the said board of directors to completely put a stop to all trading in puts and calls, and relieve the board from the stigma of such transactions.

The rule has never been observed, and the directors were aware of the fact. Accordingly they thought it best to let down the bars and allow all who would, to engage in privilege trading. Since the ban has been removed this sort of trading has been active, though perhaps no greater in volume than before, and it is even contemplated now for the traders to secure the call room, in order that the business may be kept out of the corridors.

GRAIN DEALERS ORGANIZING.

We publish in our "communicated" column of this issue a communication announcing that Kansas grain dealers are organizing in an effort to secure just and fair treatment from carriers through the medium of the state legislature. We have always favored combined effort as being the best way of securing this, but it must be active and persistent to accomplish anything.

These dealers want among other things track scales so that they will receive clean bills of lading and be paid for the amount placed in the car. If track scales would give reliable weights the placing of them at country shipping points might accomplish some good, but they are not to be relied upon. The knives soon get dull. Wind, snow, hail, ice and rain interfere with the correct weighing and the changes in the weight of the car between weighings due to repairs, rain, snow or high temperature make it almost impossible to secure correct weights on uncovered track scales.

For over twenty years Illinois has had a law intended to govern receiving, carrying and delivering grain which provides that carriers shall correctly weigh grain received and issue a bill of lading in which is "stated the true and correct weight," also, that carrier shall deliver "the full amount of such grain, without any deduction for leakage, shrinkage or other loss in the quantity." Any transportation company failing to deliver the full amount is required to settle for the amount not delivered at the full market value. In furtherance of these provisions the law provides also, that:

At all stations or places from which the shipments of grain by the road of such corporation shall have amounted during the previous year to fifty thousand bushels or more, such corporation shall, when required to do so by the persons who are the shippers of the major part of said fifty thousand bushels of grain, erect and keep in good condition for use, and use in weighing grain to be shipped over its road, true and correct scales, of proper structure and capacity for the weighing of grain by car load in their cars after the same shall have been loaded. Such corporation shall carefully and strictly weigh each car upon which grain shall be shipped from such place or station, both before and after the same is loaded, and ascertain and receipt for the true amount of grain so shipped. If any such corporation shall neglect or refuse to erect and keep in use such scales when required to do so as aforesaid, or shall neglect or refuse to weigh in the manner aforesaid any grain shipped in bulk from any

station or place, the sworn statement of the shipper, or his agent having personal knowledge of the amount of grain shipped, shall be taken as true as to the amount so shipped.

Heavy penalties are provided for those convicted of breaking the law, yet carriers are not even prosecuted for so doing. That every carrier in the state breaks it many times every day is patent. The fact is, shippers do not want track scales put in, because they are utterly unreliable, and if put in as required shippers would probably lose more by incorrect weights than they now lose by leakage, dockage, sweepings and other steals.

Kansas dealers want a clean bill of lading and they should have it as should also shippers elsewhere. If carriers will not send the station agent or his assistant into shipper's elevator to take a record of the grain as it is weighed into the cars they should be required to accept shipper's statement as to the amount of the grain placed in the car. Shippers can under the common law secure payment for the amount lost by carrier in transit, if they can furnish strong evidence that the carrier did not deliver the amount placed in car. A few convictions would lead carriers to provide good strong cars for grain, to guard them in transit and until loaded, and to see that shippers received credit for every pound in car.

The laws providing discrimination between shippers and forbidding the carrying of grain for less than the schedule rate, are ample. All that is necessary for conviction is reliable evidence and action on the part of a few shippers.

A MEMBER of a large Chicago firm of grain buyers which buys at a number of points, recently stated that "We big fellows are gradually but surely freezing out the little fellows, who operate at only one or two stations." To do this they must induce carriers to discriminate in their favor. This is prohibited by the common law and the Interstate Commerce law and if the small dealers will work together they can defeat such hoggish plans in many places. The business is continually growing, so there is enough for all. Few large dealers will indorse the selfish policy of the dealer quoted. Of course all are striving to make as much out of the business as possible but are not striving to drive out competitors. Cutthroat competition is not profitable in any line of business.

TOLL AT TERMINAL ELEVATORS.

Under the head of "Taking Toll at Elevators" a correspondent criticises the views of "Chicago Weighman" and tries to defend the elevator men in docking receipts for future shrinkage. "Observer" has half years of experience in the elevator business and still he upholds the system of robbery as necessary and fair. It is not necessary and not fair, quite the contrary.

The owner of grain should bear any loss in weight by shrinkage which occurs during the period of his ownership. It is unfair and unreasonable to require the country shipper to stand dockage for all future shrinkage. He should receive credit at elevator for every pound taken from car. The injustice of compelling the members of one branch of the business to bear the brunt of all the loose practices of the trade can neither be excused nor defended. Carriers supply old cars that scatter grain along the track and then insist that the shipper shall accept terminal weights, which are often determined by unreliable track scales. The shipper is required to stand the loss of sweeping and as much more as sweepers desire to take. The employees of transfer cars also help themselves to his grain. These practices have grown into unbearable impositions yet the shipper who is robbed at every turn submits peacefully.

Our correspondent says it is not the toll of 10 to 40 pounds that shippers complain of but the downright shortage of 50 to 150 bushels. If shippers submit to any regular dockage without kicking they must expect to be robbed. The practice of stealing, or "docking for future shrinkage" as the elevator men prefer to call it, is one that will grow on a man in spite of himself, if he indulges in it at all. The practice should be stopped entirely and the shipper be given that

which rightfully belongs to him. The owner of grain should always stand the loss of shrinkage during his ownership, and when he sells it, he should sell it subject to the shrinkage while in store and thus receive pay for a smaller amount than he does at present. This would put the loss where it belongs, where justice and fairness demand that it should be placed.

THE WASHBURN BILL.

At this writing it seems likely that the Anti-Option bill will either pass the Senate or be killed before January 21. Senator Washburn has given notice that a vote would be called for on January 18, although that may involve a lengthy session and depend largely on the powers of endurance of Mr. Washburn and the friends of the bill. Almost every day since the assembling of Congress the honorable senators have jawed each other on the subject of anti-option legislation, few of the efforts, except that of Senator Vilas, rising to the dignity of a speech. Washburn claims an undoubted majority for this measure, which seems to be conceded, although some enemies of the measure would prefer to strangle the bill by parliamentary tactics rather than vote it down.

Speculation is rife as to the effects of the bill if it should pass the Senate (the House accepting it in its amended form) and receive the President's signature. It is recalled that the Illinois Legislature passed an anti-option bill in 1867 even more stringent than the Washburn-Hatch measure. It encouraged informers by giving them one-half of the fine of one thousand dollars; imprisonment also being added as a penalty for the future sellers. Only one attempt was made to take advantage of the provisions of the act, and the informer in that case left town. The law was a dead letter.

THE CHAMBER OF COMMERCE CASE.

The Interstate Commerce Commission gave its decision on January 6 in regard to the rates on grain and flour, called up by the so-called Chamber of Commerce case. The commission declined to go into the matter of rates on flour; but in regard to wheat from points in North and South Dakota the contention of Minneapolis as against Duluth was sustained. The commission decided that rates on wheat from points in North and South Dakota to Minneapolis as compared with the rates charged over considerably greater distances from the same points to Duluth and adjacent Lake Superior points, subject Minneapolis millers to unreasonable and undue prejudices and disadvantage. The defendants were ordered to adjust their rates on wheat from said points to Minneapolis and Duluth upon the basis of distance over the nearest practicable routes.

As to how this readjustment is to be made, the commission states as follows:

All are of the opinion that while rates to Duluth remain as they now are, rates via the St. Paul, the Soo, Great Northern, Northwestern and Omaha roads should be adjusted as follows: "From and including Fargo, Casselton and Sidney and points north of them, rates should be 1 cent per 100 less to Minneapolis than to Duluth. From and including Wahpeton and all points north as far as the main line of the Northern Pacific and south to Fairmont, rates to Minneapolis should be 1½ cent per 100 less than to Duluth. From and including Fairmont and all points west thereof on the Soo and Great Northern lines, including Harlem and Edgely, the differential in favor of Minneapolis should not be less than 2 cents, and as much more as may be necessary to reduce the maximum rate to Minneapolis from any point to 16 cents per 100, and from Rutland and points east thereof to not exceeding 15 cents per 100. From all points in the two Dakotas south of lines extending eastward from Ellendale through Rutland, Hankinson and Fairmont (and east of the Fargo branch of the St. Paul road), there should be a differential in favor of Minneapolis at not less than 5 cents per 100."

It is intimated that the Northern Pacific may defy the law, but it is thought that they will do nothing of the kind, in view of the claims of the Government on the road for land grants. Anyhow, Minneapolis has achieved a substantial victory.

EDITORIAL

MENTION

Do NOT fail to renew your subscription.

WE are always pleased to publish communications from any one on any subject of interest to those connected with the trade.

S. V. WHITE, who failed for \$1,000,000 in the corn squeeze of September, 1891, has paid off all his debts and began the new year with a clean slate. His name will always be synonymous with sterling integrity.

SINCE the appointment of official sealers at Minneapolis the stealers have retired in disgust and the complaints of shortages have become beautifully small in number. Other terminals can with profit follow the example of Minneapolis.

THE grain trade of Kansas City was much larger last year than ever before. Kansas produced an enormous crop of wheat and the grain dealers of Kansas City rose to the occasion with commendable enterprise, using the excellent crop as a means of establishing the reputation of their market everywhere.

THEIR interior warehouse business having been very unsuccessful the past year the farmers of Washington propose to reach out into the terminal warehouse and grain exporting business, and intend eventually to own their own ships. After wiping out all the middlemen they will hire the English consumer to use Washington wheat.

THE reports of the receipts and shipments of flour, grain, seeds and hay at the different grain centers, which are published in this issue, were furnished by the secretaries of the different exchanges and can be relied upon as being correct. The trade of every center is greater than for the preceding year, and of some it was larger than ever before.

THOUSANDS of carloads of choice Northern wheat are being shipped to Chicago cleaning houses to have the foreign matter taken out and then mixed so as to inspect into regular elevators as No. 2. Canal boats and lake schooners are used to transfer the grain from one house to another on the Chicago River. Contracts for May delivery must be filled.

FARMERS in Adams Co., Ill., are agitating for co-operative stores to buy all their grain and sell them goods and groceries in return, thus doing away with the hated middleman. Alliance stores were all the rage some years ago, but failed, owing to a lack of business principles in the management. The lesson taught the farmers then has evidently been forgotten and must be learned again.

KANSAS CITY elevator men are kicking against Chicago inspection of wheat, and claim that it is entirely too rigid. Wheat which they desired graded No. 2 only passed as No. 3 Hard, so they have decided to ship no more to Chicago unless it is sold on their own weights and inspection. The bulls and buyers are continually kicking because inspection is not high enough. It would be utterly impossible to satisfy all parties.

A GRAIN buyer at Cummings has made the elevator business unprofitable at Mayville, N. D. By giving the grade of No. 1 Hard to all wheat delivered, this buyer secured the business. The other elevator men were idle, until recently when they met his competition by doing likewise and thus shared the loss with him. Competing dealers by advertising the fact that this dealer was ac-

cepting low grade grain as No. 1 Hard, and by selling to him, through honest farmers, their stock of low grade wheat would soon have swamped him. With a full house and large loss he would have suspended purchases and the other dealers could have secured the better grain at a reasonable price.

RAILROAD charges at Kansas City are in some cases paid by the elevator company and in other cases by the grain receiver, but recently the Burlington road received a consignment for a grain firm and turned it over to an elevator, and neither party would pay the charges, each holding the other was responsible. This case has been presented before the Kansas City Freight Agent's Association, which is now devising means to prevent future disagreements.

THE Erie Canal boatmen are again at work trying to arouse the people of New York state from their lethargy and to protect the canal from the greed of the railroads. The rate on grain from Buffalo to New York is double what it was one time last summer from Chicago to New York. If the canal were closed such rates might prevail the year around and together with the extortionate harbor charges at New York would drive export shipments to Europe via other ports.

ST. LOUIS is now the center of a grain blockade. The Chicago, Burlington & Quincy Railroad Co. has ordered that no grain be received for shipment to St. Louis. The cause of the blockade is the low stage of water in the Mississippi River, by which large shipments to New Orleans are prevented. Had the river been running bank-full no trouble would have been experienced. As it is, barges go out only half loaded, and most of the grain is shipped by rail. No immediate relief is expected.

Two bills providing for the election of railroad and warehouse commissioners have been introduced into the Illinois House of Representatives. A change may after all be wise, as taking away the power of the governor of the state to appoint men unfit for the position at the mandate of a political machine. Even now a Chicago ward politician who can not write his own name or read, supported by a disreputable gang, is besieging the new governor for a position on the railroad and warehouse commission.

SCALES must be sealed in Minnesota as provided by law, or the weights they give will not be accepted in any suit at law. This point was successfully urged recently in favor of defendant in the suit of the Star Elevator Co., of Duluth, Minn., against John Quackenbush, for recovery of payment for merchandise weighed on unsealed scales and sold to Quackenbush. Not only can a dealer not collect pay for goods sold by unsealed weights or measures, but he is also liable to a fine for violating the statute especially governing such matters.

THE jury which did not decide the suit of T. J. Thompson versus the Star Elevator Co., at Minneapolis, Minn., is entitled to bear the palm for "intelligence." The jurors could not distinguish between plaintiff and defendant. After a deliberating a whole day they were unable to agree on a verdict and might still be arguing the question had not one of their number suggested that to bring in a verdict for the plaintiff would be contempt of court. So frightened were they at this statement that it was agreed to disagree. They might have reached a worse conclusion.

THE trunk lines have devised a plan to fry the fat out of the grain men who last fall shipped their grain to Buffalo by lake and have it in store at that point. The executive committee of the trunk lines at New York, January 12, resolved that in no case would the rates be less than the established tariff of 13 cents on oats and 11 cents per 100 pounds on wheat and corn from Buffalo, Erie and other lake ports to New York. Thus those who have grain in elevator at Buffalo are

taxed if they ship it out, and if they choose to hold the grain, they can only grin and bear it while the railroad-elevator combination is piling up storage charges. To make it still more interesting for holders at Buffalo a cut rate has been given on rail shipments from Chicago to Liverpool and to New England points. Hundreds of cars of corn have recently been shipped to New England and sold for from 2 to 4 cents less than the original cost plus tariff rates, which shows that somebody is getting a cut rate.

FOR its courageous exposure of wheat stealing by employees of the Montreal Elevating Co., the *Trade Bulletin* of Montreal was sued for libel by the manager of the company, but a jury of well known business men rendered a verdict for defendant, declaring that the article was substantially true, and not libelous. Plaintiff's lawyer has asked a new trial. The course of the *Trade Bulletin* in this matter, from first to last has been straightforward and upright, and the editor is commended by every one for his praiseworthy effort to put a stop to the stealing that has been going on at Montreal.

THE Illinois State Board of Agriculture has again been figuring on the value of crops and reports the value of last year's crops to be as follows: Corn \$18,913,834; winter wheat \$20,532,649; spring wheat \$529,054; oats \$24,500,490; rye \$1,347,691; barley \$204,809; buckwheat \$36,406; hay \$23,826,582; timothy seed \$192,676; clover seed \$328,045; Hungarian and millet seed \$14,267, and flaxseed \$14,274. The Board fails to report just how much the farmer lost on the crop, but it is supposed the amount was equally as great as the reported value. The repeated reports of his great losses does not seem to discourage the farmer in the least, and he continues to increase his acreage.

SALES for future delivery should always be recorded in writing and the terms explicitly stated. The frequency with which some Eastern buyers claim non-fulfillment of contract and cancel orders is exasperating. If shippers would oftener sue buyers for loss suffered from such cancellation they would seldom refuse to accept grain bought. No dealer is anxious to receive grain bought when the market has declined. Neither is the seller anxious to hold it. The rise or fall of the market has nothing to do with the fulfillment of contracts. If the buyer or seller will appeal to the courts and produce reliable evidence that he has suffered loss from non-delivery or non-acceptance, he will seldom be refused judgment for damages.

IN its decision in the case of the Potter Mfg. Co. against the Chicago & Grand Trunk, Santa Fe and Southern Pacific railroads the Interstate Commerce Commission lately said that "The question as to correct weights and shipments, as between carrier and shipper, is one of fact to be determined in a manner just to both parties, and as to which the ex parte action of either cannot conclude the other." Also, that "Continuance of a system of unjust rates cannot be required or excused on the ground that parties have made investments and entered into the business affected thereby on the faith of assurances from carrier of their maintenance, although a change might work injury to the parties whom such rates have unduly favored."

ABOUT seventy-five grain dealers from different parts of Kansas met at Salina January 4 to draft a bill to be presented to the State Legislature, requiring every railroad company in the state to put in track scales at every station in Kansas which ships 100 carloads of grain per year; also, that the railroad company shall bear the expense of all storage occurring between points of shipment and destination. One delegate from each representative district and ten delegates at large were selected to attend the State Legislature this winter, and work for the passage of the bill. If passed it is not likely that it would be enforced, and if it was it would not remedy the evil aimed

at. Correct weights and a clean bill of lading are wanted, but the law proposed will not secure it.

THE decreasing importance of river transportation is shown by the falling off at St. Louis of receipts of sacked grain. During the past year the receipts were 851,522 sacks. The receipts of grain by rail increased 2,157 cars in the same time.

It is expected that 16,000,000 bushels of wheat will be in store at the head of Lake Superior by the time navigation opens, or enough to make 200 very large boatloads. Elevators throughout the Northwest have never before been so crowded with grain. Not only will new elevators be built at Superior and other points, but many old ones will be enlarged.

THE Willford Three-Roller Mill advertised on another page is no experiment, but a thoroughly tried and tested machine, in satisfactory use in many mills, elevators and other establishments, grinding feed, cornmeal, etc. Its capacity is large and its work uniform. It is made by Willford & Northway Manufacturing Company, Minneapolis, Minn., a well-known firm with years of practical experience. They manufacture and handle mill and elevator supplies and machinery, and will send their pamphlets, etc., to all who will write for them.

CORN has occasionally been so cheap in price that it has been burned for fuel; and of late not a little wheat has been fed to hogs and cattle for an identical reason. Much of the wheat of the last crop was light in weight and more or less inferior for flour making purposes. In England, where such things are looked after more carefully than in this country, farmers have figured out that they can afford to feed wheat to animals when the price reaches 28 shillings per quarter, or less, or say 87½ cents per bushel. In fact, wheat has lately been cheaper in England as food for stock than almost any other staple except maize and Canadian peas.

M. F. SEELEY, the veteran elevator builder and senior member of the firm of Seeley, Son & Co. of Fremont, Neb., made us a short call a few days since. Mr. Seeley reported that business had never been better nor the prospects for future business at this time of year so flattering as now. The activity extends from Texas to the Dominion line. The Seeley elevator is now represented in twelve states and one territory. Since we last saw Mr. Seeley, a few weeks since, his firm has completed seven new houses besides taking other contracts. One of these elevators, at Bellwood, Neb., was finished in exactly three weeks from the time the lumber was laid down, which is remarkable time surely. The convenient and substantial character of the Seeley elevator have contributed much to its popularity, and made each year's record eclipse that of the years gone before.

THE Cental system of weights and measures has won a decided victory in the seed trade. On January 1 all members of the American Seed Trade Association began the use of the Cental system, and hereafter will buy and sell clover, timothy, blue grass, orchard grass, millet, Hungarian and all kinds of grass seeds; also, buckwheat, cane, broom corn, sunflower, osage, hemp, castor beans and pumpkin seeds by the pound and 100 pounds. The members of the association to a man agreed to the change. The advantages of the cental system are many, but that of a uniform measure for the entire country and the ease with which weights may be reduced to centals overshadow all other advantages, and are sufficient to warrant the change. The many standard bushels, established by the various states, which differ so greatly, will fall into disuse and thus no more controversies between dealers of different states regarding the standard to be observed, will occur. Much labor will be

saved and many errors prevented by the use of the cental system. Now let those engaged in the grain trade do likewise.

A SHREWD swindler in Minnesota has a new scheme to beat the farmer. He trades on the desire of farmers to get more for their wheat than it is worth, by contracting to pay \$1.05 per bushel for grain delivered at the nearest station whenever he wants it. To make the contract binding a part of the purchase money is handed over, and the honest granger laughs in his sleeve. But the rascal does not call for the wheat, and the granger becoming uneasy with a lot of wheat on his hands, is compelled to pay the sharper a round sum to be released from the contract. Farmers who are content to receive the cash of regular buyers do not suffer from such tricks.

THE Car Service Association of Sioux City, Ia., is trying to have the legality of the demurrage charge established by the courts, and has already secured a decision of the District Court on a claim for demurrage, in which it was held that "to permit shippers to hold cars indefinitely without compensating the railroad would be an imposition upon the road and the public." The case has been appealed to the Supreme Court, but in the meantime shippers and receivers are refusing to pay the charge. Shippers should not fail to let the court know of the losses they suffer from delay of their grain in transit. They are never reimbursed and until they are, carriers should not be. A one-sided demurrage charge is unreasonable.

PROPOSED LEGISLATION IN THE NORTHWEST.

The legislatures of Minnesota and South Dakota have been in session but a few days, yet they are flooded with bills providing for the regulation of elevators, grain dealers and railroad companies. To enact such laws seems to be the special purpose of many, and some have gone daft on the subject.

Even Minnesota's Chief Grain Inspector whose report is given in part on page 220 this issue, goes out of his way to bow to the farmer's demand and recommends that the Warehouse Commission be given sufficient control over country markets to correct and eradicate wrongs, and power to investigate and correct cases of fraud and oppression. Unless the country dealer does a public warehouse business the state has no right to interfere with his business and it may legislate from now to doomsday without succeeding.

The retiring Governor and the incoming Governor each harp about the farmer's wrongs and ask that something be done to secure correct weights, grades and dockages for the farmer. If not satisfied with the weighing of buyers let farmers induce the establishment of public scales at each market. State inspection at country points is not practicable and even if established farmers would not secure a higher price for their grain than the fierce competition now gives them. Buyers would pay no attention to state inspector's grading, if one was established at every station. They would buy the grain on their own judgment and put it in the bin where they had other grain of like quality. Of the grain inspected at Minnesota terminals during the crop year of 1891-92 the grade was changed on over 9,000 cars. If the efficient inspectors at these points can err so greatly, what would inspection at country points amount to.

The two governors and the Warehouse Commission also pay their respects to the terminal elevators that are operated as private warehouses and suggest that the law be amended so as to make all warehouses at terminal points public institutions and under the direct charge of the commissioners. If the state undertakes to confiscate private property for public use, it will have to pay dearly for it. The new governor erroneously states that the United States Supreme Court decided in the case of *Munn vs. Illinois* that a state

has the power to regulate such houses. The only question involved in that case was the power of the state to limit the charges of public warehouse men for storing grain.

Numerous bills have been introduced in the Minnesota legislature. One provides for the erection of public grain warehouses and elevators on the right of way of railway corporations, and providing for condemnation proceedings in connection therewith. Another is entitled "An act to regulate the warehousing and handling of grain in all elevators and grain warehouses located on the right of way of any railroad company in this state other than those in the cities of St. Paul, Minneapolis and Duluth." A resolution has also been introduced providing for a committee to inquire into the shipping and handling of grain. A bill has also been introduced which appropriates \$300,000 for the erection and operation of a 2,500,000 bushel elevator at Duluth by the state. When it is erected the farmers will store all their grain there. Some of the proposed legislation may prove beneficial but most of it is so impracticable that it would not be enforced if enacted.

MR. B. F. RYER of this city, has sold his interest in the Simpson & Robinson Co., of Minneapolis, Minn., and has again formed a connection with Messrs. Huntley, Cranson & Hammond of Silver Creek, N. Y., the well-known manufacturers of the Monitor Separators and Cranson Scourers, in fact of a full and complete line of grain cleaners and buckwheat machinery. Mr. Ryer will be special agent and superintendent of sales for this firm for the United States, and his particular duties will be to bring the dealers in this line of machinery, as well as mill and elevator builders, in close relations with his firm, besides superintending all of the agencies. Mr. Ryer will also give his personal attention to the large elevator trade. Mr. Ryer was for several years the manager of the Western branch of Huntley, Cranson & Hammond's business, and left the firm to enter into partnership with Simpson & Robinson of Minneapolis. He now returns to accept a higher and certainly very flattering connection. We congratulate Messrs. Huntley, Cranson & Hammond on securing the services of so efficient a man, and also Mr. Ryer in obtaining so responsible and remunerative a position. The business of Huntley, Cranson & Hammond has grown to enormous proportions, and the Monitor Separators and Cranson Scourers are well known to millers, not only in this country but throughout the civilized world. Merit will tell every time, but when merit is linked with push the results are always success of the highest kind.

A letter from a farmer in Maine shows sharply the contrast between farming in that state and in Minnesota and the Dakotas. The writer states that he was obliged to pay from \$10 to \$12 per acre annually for fertilizers to raise from 12 to 20 bushels of wheat and 80 to 100 bushels of potatoes. That for the past eight years he has not been able to keep even. He paid for fertilizers per acre more than land can be bought for in Minnesota and Dakota.

The average quantity of grain loaded into cars is steadily increasing. The carload receipts at Chicago are an instance of this fact. The average quantity of grain per car during 1892 was: Wheat 619 bushels, corn 668 bushels, oats 1,096 bushels, rye 612 bushels, and barley 785 bushels; compared with, during 1891, wheat 614 bushels, corn 608 bushels, oats 1,048 bushels, rye 601 bushels, and barley 729 bushels. The same increase in carloads can be found at the other grain terminal points.

The short sellers of wheat in Chicago, against stocks of wheat and flour elsewhere, are proving to be, what they have thousands of times been, real conservators of value. It is by the operation of these short sales of millions of bushels, by Minneapolis, Duluth and elsewhere East and West, that Chicago market has been kept, as it is daily, above other markets in this country and abroad. These wheat sales having been made at all kinds of prices, as a market weakens, and a profit is in sight, the seller becomes a buyer, and saves a further break.—*Toledo Market Report.*

ELEVATOR

GRAIN NEWS

Newlin, Tex., wants an elevator.

Birtle, Man., is to have a 25,000 bushel elevator.

A farmers' elevator is proposed at Harmony, Minn.

An independent elevator is to be built at Lyle, Minn.

Troy Raney is building an elevator at Ottawa, Minn.

R. L. Sandefer will build an elevator at Weatherford, Tex.

A farmers' elevator company has been formed at Ong, Neb.

J. F. Hagerty has entered the grain trade at Eureka, S. D.

N. M. Baker of St. Peter, Minn., has entered the grain trade.

The farmers propose to build an elevator at Waseca, Minn.

Jacob Weinhard is building a brewery at Dayton, Wash.

The grain warehouse at Seattle, Wash., is to be reopened.

William Bucheit, will build a malt house at Watertown, Wis.

Mr. Fay of St. Petter, is building an elevator at Ottawa, Minn.

Benson, Minn., received 100 tons of baled hay in one day recently.

Elmore, Minn., shipped ten cars of baled hay in one day recently.

Two grain elevators were recently completed at Ramona, Wis.

Cesare, Baumgartner & Co. of Latrobe, Pa., are building a brewery.

The Midland Elevator Company will build an elevator at Lemars, Ia.

W. A. Rogers of Aitkin, Minn., has 700 tons of hay to sell this winter.

Turner & Marston will build a flax fiber factory at Windom, Minn.

The walls of the new elevator at Freeport, Mich., have been completed.

The new elevator company at Morrison, Ia., is doing a rushing business.

P. Pourand, dealer in grain and coal at Beaver City, Neb., has sold out.

D. Newell of Frederick, S. D., is building a granary to hold 4,000 bushels.

J. W. Lamont, dealer in grain and lumber at Gratiot, Wis., has sold out.

Gregg & Diller, grain dealers at Diller, Neb., have dissolved partnership.

D. F. Allen of Frankfort, Ind., has sold his elevator and grain business.

The Rehberg Brewing Company is building a brewery at Ann Arbor, Mich.

Braasch & Rees are building an elevator at Norfolk, Neb., costing \$2,500.

Yankton, S. D., has shipped during the past season 750 carloads of grain.

R. A. Bowling has bought the grain elevator of Louis Cassel at Belleville, O.

A grain elevator of 1,000,000 bushels' capacity is to be built at Buffalo, N. Y.

Capitalists from Peoria, Ill., are about to build a distillery at Beatrice, Neb.

The farmers in the vicinity of St. Charles, Minn., propose to build an elevator.

The elevators and corn cribs at Fairbury, Ill., are full, owing to a scarcity of cars.

Relger & Wacholz, grain dealers at Glencoe, Minn., have dissolved partnership.

An elevator is being built at Northville, S. D., by L. Sanders and George Wilson.

The Minnesota State Grain Inspection Department earned in November \$16,906.

John Spellman has bought the grain business of Pegram & Bro. at Lawndale, Ill.

Foell & Co., commission grain dealers at St. Louis, Mo., have dissolved partnership.

Elevator "D" of the Lake Superior Elevator Company at Duluth, Minn., recently unloaded 157 carloads of

wheat, containing 95,000 bushels, in the short space of four hours and forty minutes.

Hartzell & Weigle have started a feed mill in O. G. Smith's elevator at Nachusa, Ill.

Nash & Greeley, grain and commission dealers at Chicago, have dissolved partnership.

The United Distilling Company has been incorporated at Chicago, with \$25,000 capital.

An elevator of 65,000-bushel capacity is to be built at Shannon, Ill., by a stock company.

Jas. Quirk & Co., Waterville, Minn., are building a 40,000 bushel elevator at Montgomery.

A 40,000-bushel elevator is being built at Montgomery, Minn., by Jas. Quirk & Co.

McGee & Youngs, dealers in grain and coal at Marblehead, O., have dissolved partnership.

Lamson Bros. & Co., dealers in grain and provisions at Chicago, have dissolved partnership.

The elevator at Jonesboro, Ill., is overflowing with wheat, and no cars can be had to ship.

The Alliance Grain & Elevator Company of Botna, Ia., has been succeeded by L. H. Wilfang.

Sims & Besier, dealers in grain and live stock at Vermillion, Ill., have dissolved partnership.

The Globe Distilling Company has been incorporated at Cincinnati, Ill., with \$250,000 capital.

The Madorff Brewing Company has been incorporated at Louisville, Ky., with \$100,000 capital.

The Wolf Lake Distillery Company has been incorporated at Chicago, with \$250,000 capital.

Farmers are hauling 5,000 to 6,000 bushels of grain to market at Galena, Ill., every day on sleds.

The Chicago grain elevator companies have decided to continue the 1892 rates of storage for 1893.

The Columbus Linseed Oil Company has been incorporated at Chicago with \$1,000,000 capital.

The Farmers' Elevator Company of Windom, Minn., recently declared a dividend of 60 per cent.

L. M. Fairbanks & Co., grain dealers at Mansfield and at other points in Illinois, failed January 3.

Swords & McKinnon, dealers in grain, hay and fuel at San Jose, Cal., have dissolved partnership.

Farmers near Hutchinson, Minn., are having their wheat ground into feed for cows and sheep.

Matt Orian has bought the half interest of F. E. Beery in the grain elevator at Upper Sandusky, O.

Benjamin Carpenter has bought the elevator at Marion, Ia., and will put it in shape to handle grain.

The Cargill Elevator Company of Minneapolis, Minn., is building a large annex to its elevator "X."

Johnson & Stalker, dealers in grain and hay at Salt Lake City, Utah, have dissolved partnership.

The "Alton Elevator" at Chicago will have its capacity increased from 1,100,000 bushels to 1,350,000.

C. W. Lacey, grain dealer of Rose Creek, Minn., contemplates building an elevator at Lyle, Minn.

The Lakeside Distilling Company has been incorporated at Milwaukee, Wis., with \$100,000 capital.

When the first load of grain was dumped into the new elevator at Ramona, Wis., the floor broke down.

W. F. Murray of Sauk Rapids, Minn., is repairing the old "Stanton Elevator" and putting in a feed mill.

A floor fell in "Marshall & Hammel's Elevator" at Appleton, Wis., recently, with 3,000 bushels of oats.

Holway & Wood, grain dealers and grocers at Lilly Chapel, O., have been succeeded by Frank J. Wood.

The M. D. Elevator Company has placed a ten-horse power gasoline engine in its elevator at Greymont, Ill.

The Geo. C. Bagley Elevator Company is building a grain elevator at Minneapolis, Minn., costing \$15,000.

The G. Heilman Brewing Company of La Crosse, Wis., is rebuilding its burned brewery, with malt house, etc.

Having secured the needed funds the citizens of Buffalo, Minn., will begin work on the new grain elevator.

The east elevator at Hector, Minn., is to be enlarged, new elevator legs and a fifty-horse power engine put in.

The Ball & Beckwith Fuel & Feed Company has been incorporated at Denver, Colo., with \$2,000 capital stock.

The Carl Coerper Brewing & Malting Company, recently organized at Chicago, will build a large brewery.

Grinnell, Minturn & Co., commission grain dealers at New York, N. Y., have renewed their limited partnership.

Henry D. McCord, dealer in grain and feed at New York, N. Y., has been succeeded by Henry D. McCord & Sons.

John C. Fleming, elevator man at Kalamazoo, Mich., and Hometown, Ind., failed January 4. The low price of wheat and unlucky investments are given as the cause.

He owned the "Grand Rapids and Indiana Elevator" at

Kalamazoo. The two houses have passed into the hands of the First National Bank of Kalamazoo.

S. W. Gray & Co., dealers in grain and farm machinery at Brainerd, Minn., have been succeeded by Gray & Wheattle.

Himebaugh Bros. of Rapid City, S. D., have removed the ruins of their burned elevator, and are rebuilding on a smaller scale.

The tow mill at Huron, S. D., having consumed all the flax straw in Beadle county is drawing supplies from other sections.

J. W. Wight, grain dealer and proprietor of a feed mill at Whitesboro, N. Y., has been succeeded by J. W. Wight & Co.

F. L. Simpson, grain dealer at Redwood Falls, Minn., has failed. Liabilities, \$2,000. He will probably resume business.

John N. Baird, grain dealer at Washington, D. C., made an assignment recently to James McConville. Liabilities, \$10,000.

Redfield & Selzer, dealers in grain, live stock and farm machinery at Fonda, Ia., have been succeeded by Kennedy & Redfield.

S. H. Gregg, grain dealer at St. Joseph, Mo., had his office safe opened by burglars one night recently. A few dollars were taken.

John A. Killpatrick, commission dealer in grain and hay at Philadelphia, Pa., has been succeeded by Killpatrick, Lucas & Co.

Kendall & Smith, whose elevator at Trumbull, Neb., has been burned, will rebuild, and in the meantime are buying grain on track.

George Milnes of Groton, S. D., has recently bought a Little Victor Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

James Stewart & Co., elevator designers and builders of St. Louis, Mo., have begun work on a 75,000-bushel elevator at Coffeyville, Kan.

George Hubbard of Prairie Creek has bought the grain business of Pegram & Bro., at Decatur and Broadwell, Ill., from E. H. Pegram, assignee.

J. H. Hamilton & Co. of Leigh, Neb., has bought a Little Victor Corn Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

The United Elevator Company of St. Louis, Mo., failed to declare a dividend recently, although the profits of the business have been satisfactory.

The Rowell Elevator Company has been incorporated at Rowell, Ill. Capital stock \$5,000; incorporators, Uriah James, S. J. Cash and John H. Miller.

The McElhaney Manufacturing Company of Nebraska City, Neb., has been compelled to buy corn cobs in Missouri to keep its pipe factory running.

Rockwell & Ellis have completed the building for their grain drying elevator at West Superior, Wis., and are now placing the machinery in position.

W. M. Farless of Providence, Ky., has bought a Little Victor Corn Sheller and Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

Dell Rapids, S. D., shipped in the three months preceding December over 400 cars of grain, and the four elevators are now full, waiting for cars.

The Geo. C. Bagley Company's elevator "K" at Minneapolis, Minn., has been made a regular warehouse by the Minneapolis Chamber of Commerce.

The elevators at Redwood Falls, Minn., unlike most others in the Northwest, have empty storage space, sufficient to prevent any blockade at that point.

Winnipeg's inspected receipts of wheat during the last four weeks of December were 1,629 cars, against 2,344 cars during the corresponding weeks of 1891.

William R. Bushnell, dealer in grain, live stock and proprietor of a general store at Carrollton, Ill., has sold his store but will continue in the grain trade.

Honstain Bros., the architects and builders of grain elevators of Minneapolis, Minn., have, besides other work, erected forty-five country elevators this season.

A sudden falling off in shipments has recently reviewed the car shortage at Kansas City, but a resumption of heavy traffic would develop another car famine.

Johnson & Son, the grain dealers of Goshen, Ind., recently shipped one carload of clover seed to New York. The car contained 500 bushels, valued at \$3,750.

Close & Easton, grain dealers at Monroeville, O., have have dissolved partnership, J. P. Close re-irring and a new firm, H. Close & Son, continuing the business.

The St. Joseph Grain Company has been incorporated at St. Joseph, Mo. Capital stock, \$10,000; incorporators, William Donovan, S. R. Cheadle and W. R. Beckwith.

The McLane Elevator Company of Litchfield, Minn., has been sued for \$3,000 damages by Lundquist & Peterson Bros., with whom the company had contracted to buy 10,000 bushels of wheat at a certain price. They allege that they tendered the wheat, but Mr. McLane

claims when he went to get the grain they did not deliver it, but afterward sold it on the market.

A syndicate, headed by Charles K. Corsaut of New York, proposes to build elevators, warehouses and docks along a new canal to be excavated at Buffalo, N. Y.

The report that the Duluth Elevator Company was about to build a grain elevator at West Superior, Wis., is denied by Mr. McLeod, president of the company.

The Pneumatic Grain Transfer & Storage Company of Chicago, Ill., will build several grain transferring boats for use on the Mississippi River and tributaries.

R. E. Hoyt & Co. of Baraboo, Wis., have recently bought a Little Victor Corn Sheller and Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

A half-million-bushel elevator is to be built at Superior, Wis., by S. Valentine of St. Paul, Minn., E. A. Clark of England, and J. F. Lahart and C. E. Lahart of Dakota.

Willis, Mo., shipped in December thirty cars of corn, six cars of wheat, and one car of oats. B. F. Harpster and Lonberger & Sloan are the grain dealers of that point.

A controlling interest in the Seattle Terminal Railway & Elevator Company of Seattle, Wash., has been purchased by one of the largest shipping firms on the Pacific Coast.

The Diamond Elevator Company has been incorporated at Kansas City, Mo. Capital stock, \$10,000; incorporators, J. H. Harris, W. L. Woodnutt, W. T. Atkinson and others.

The Antonito Elevator Company of Antonito, Col., has increased its capital stock \$2,000 to provide the funds for conducting the business, the elevator having been completed.

The firm of Smith, Hippeu & Co. has been incorporated at Pekin, Ill., to deal in grain. Capital stock \$80,000; incorporators, E. F. Unland, D. C. Smith and Otto Unland.

Thomas Ryan has bought for \$6,500 the elevators and grain business at Burtonville, Ill., of Pegram & Bro., who failed some time ago, making an assignment to E. H. Pegram.

The Canadian Pacific Railway Company is now permitting the loading of cars in Manitoba with oats and barley direct from farmers' wagons instead of through the elevators.

Pratt Bros. of Wagner, I. T., have recently bought a complete outfit of elevator machinery, including corn sheller, of the Barnard & Leas Manufacturing Company of Moline, Ill.

Railsback Bros. & Spelts of Ashland, Neb., have enlarged their elevator, greatly increasing its storage capacity, and placed an entire outfit of machinery at a total cost of \$3,000.

The machinery in the farmers' elevator at Hammond, Minn., gave out recently, and it was only after many days' delay that the breakage was repaired and the wheels started.

The "Hamilton Elevator" at Loudon, O., which has been operated since the death of James Hamilton by A. Tanner, was recently purchased by Messrs. Tanner and R. F. Chenoweth.

The grain dealers of De Smet, S. D., were made happy one day recently. The occasion of their joy was the arrival of a train of empty cars, enabling each house to ship two carloads.

S. C. Moore is buying flax straw at Elmore, Minn., paying \$2.75 for baled and \$1.25 per ton for loose straw, delivered at Elmore. He is shipping the straw to a paper mill at Dayton, O.

The Frisbie Elevator & Manufacturing Company has been incorporated at Chicago. Capital stock, \$200,000; incorporators, Francis W. Parker, Emma Elliott and Charles S. Burton.

The Russell Grain Company has been incorporated at Kansas City, Mo. Capital stock \$75,000; incorporators, Thomas W. Russell of Independence, Thomas H. Birch and Wyan Nelson.

Winslow & Liggett of Cleveland, O., have recently bought a complete 15,000-bushel elevator outfit and cornmeal plant of the Barnard & Leas Manufacturing Company of Moline, Ill.

The Galveston Wharf Company of Galveston, Tex., has adopted J. A. Demuth's Double Entry System by putting in fourteen of his cypher beams on its 1,000-bushel hopper scales.

The East Lynn Elevator & Farmers' Supply Company has been incorporated at East Lynn, Ill. Capital stock, \$6,000; incorporators, Hugh C. Clements, S. J. Johnson and Robert Stevenson.

Wylie, Smith & Co., grain and flour dealers at Baltimore, Md., have dissolved partnership, Frank T. Smith retiring on account of ill health and Robert M. and Douglas M. Wylie continuing the business under the firm name of Wylie, Son & Co.

A 500,000 bushel steel elevator is to be built at Oswego, N. Y., by the New York, Ontario & Western Railway Company. A site was chosen last spring, but in November a better one became available and the plans were changed, and now the new house is to occupy the site of

the old "Merchants' Elevator." Plans for the structure are being drawn by Mr. Canfield of Middletown, N. Y., chief engineer for the N. Y., O. & W. R. R.

The elevators at Port Huron, Mich., during the season of navigation just closed, handled 8,000,000 bushels of grain, mostly from the Northwest, including 100,000 bushels from Manitoba.

The Illinois Grain & Stock Company of Chicago made an assignment December 29. Assets and liabilities, \$1,000. Many women traded with the company, which operated a bucket shop.

H. Heath of Milton, Ind., has bought a complete equipment of elevator machinery, including Barnard Wheat Cleaners, of the Barnard & Leas Manufacturing Company of Moline, Ill.

Bender Bros. & Co., who have a 15,000 bushel house, in charge of G. A. Friuk, at Wesley, Ia., have shipped from that point in one year 60,000 to 70,000 bushels of grain and 230 to 250 tons of hay.

Their warehouses having been filled to overflowing, M. Slattery & Son of Galena, Ill., have rented and placed in use a building formerly occupied as a grain elevator by Mahony & Rochford.

The Savannah Grain & Provision Company has been organized at Savannah, Ga., with Solomon Shiftall, president; Wm. J. Brotherson, secretary and treasurer, and George G. Wilson, superintendent.

The Stockholders of the Neepawa Farmers' Elevator Company of Neepawa, Man., were informed at a recent meeting that a deficit of \$3,500 existed. Each stockholder, *pro rata*, made up the deficiency.

William A. Hamilton and others of Wellington, Ill., have organized a company to build a farmers' grain elevator. The capital stock of \$10,000 has been subscribed, and the elevator will be built in the spring.

The Kansas Grain Company, at its annual meeting in Kansas City recently, elected S. B. Young and T. R. Hazard to the directory. T. R. Hazard was elected vice-president in place of C. W. Templer, deceased.

The H. Poehler Company has been incorporated at Minneapolis, Minn., to deal in grain. Capital stock, \$150,000; incorporators, Henry Poehler, G. A. Druigneaud, Alvin H. Poehler and Charles F. Poehler.

James H. Donovan, late of J. F. Zahm & Co., at Detroit, Mich., and Samuel Finney, the elevator man of Attica, Ind., have formed a partnership to do a commission grain business on the Detroit Board of Trade.

Honstain Bros., architects and builders of Minneapolis, Minn., have just completed a 160,000-bushel addition to the "Security Grain Elevator," and a 200,000-bushel annex to the "Midway Elevator," both at Minneapolis.

Pearce & Son's new elevator at Eldora, Ia., is now running. The building is 30x30 feet, 90 feet high, with a capacity of 30,000 bushels, and cost \$7,000. The machinery is driven by a twenty-horse power gasoline engine.

A double grain elevator of 2,000,000 bushels' capacity will be built at Duluth, Minn., for E. J. Phelps, C. M. Harrington and others by the Barnett & Record Company, architects and builders of grain elevators, of Minneapolis.

Nearly 2,000,000 bushels of Manitoba wheat have been sold for May delivery at Duluth. This indicates that the movement of Manitoba wheat for shipment through Duluth is to be very large before the opening of navigation.

E. S. Corser, an old insurance and real estate agent of Minneapolis, Minn., speculated in wheat at Minneapolis and Chicago and lost \$250,000. His assets equal his liabilities. He owned a large farm and elevator at Crookston, Minn.

The Panhandle Machine Company of Fort Worth, Tex., has bought a complete equipment of machinery for a grain elevator, including Victor Sheller and Cleaner, of the Barnard & Leas Manufacturing Company of Moline, Ill.

The 30,000-bushel elevator built at Walnut, Ia., by the Davenport Syrup Refinery Company has been equipped with Barnard Wheat Cleaners, Corn Shellers and Cleaners, etc., by the Barnard & Leas Manufacturing Company of Moline, Ill.

H. J. Hamlin, lawyer, has entered the grain business at Findlay, Ill., and will no doubt be successful, as his experience in the law enables him to deal with railroad claim agents and terminal elevator men. Mr. Keim is running his house, and on the first day received 33 loads of corn.

The petition of Ed Pardridge, W. E. McHenry and C. R. Barrett for an injunction restraining the directors of the Chicago Board of Trade from disciplining them has been denied, but it remains to be seen whether the newly elected directors will pursue a vigorous policy with the privilege traders.

Ketcham & Bro., dealers in grain and lumber at Maringo, Ia., have been succeeded by the Ketcham Company, of which W. P. Ketcham is president; F. D. Ketcham, vice-president and C. R. Quackenbush, secretary, treasurer and general manager. They do a large and successful business.

Preston & McHenry, commission grain dealers of Chicago, have won their suit against the trustees of E. L. Harper, the Cincinnati grain speculator, in the United States Supreme Court at Washington, to compel Harper and his associates to pay their unpaid subscriptions to the

capital stock of the Cincinnati, Columbus & Hoeking Valley Railroad Company in order to satisfy the judgments of Preston, McHenry, and others against the company, which judgments remained unsatisfied after proceedings at law.

The Barnard & Leas Manufacturing Company of Moline, Ill., has recently sold Little Victor Corn Shellers and Cleaners to J. W. Hoffman & Co. of New Athens, Ill.; to David Wildman of Ridgeway, Ill., and to H. Rice of Omaha, Ill.

The grain dealers of Morris, Ill., are suffering from a lack of cars in which to ship, on account of the railroad company denying them the cars, while sending many empty through that town to points where other roads are competing for business.

In its suit at Minneapolis against the Home Insurance Company of New York, the Soo Railroad was given a verdict recently for \$50,000, the insurance on grain burned in the railroad's elevator at Gladstone, Mich., and covered by a blanket policy.

Weary of complaints about the alleged enormous profits of the grain dealers, G. R. Bursill of Elmore, Minn., recently offered to clean out his elevator and buy for merchants or any one for a commission of one cent per bushel. There were no takers.

In our last issue it was erroneously stated that the Nye & Schneider Co. was building an elevator at Omaha, Neb. The elevator is being built at Fremont, northwest of Omaha, and the paragraph is otherwise correct. Seeley, Son & Co. have the contract.

William Hayward has built a 12,000-bushel elevator at the new town of Helmer, Ind., north of Custer. The elevator can handle 5,000 bushels per day. Besides buying and shipping grain and stock Mr. Hayward manages one of the finest farms in Northern Indiana.

George S. Miller, grain dealer of Monee, Ill., has the credit of shipping to market the largest carload of oats ever received at Chicago—the largest that Weighmaster Wallace ever balanced. It contained 2,448½ bushels, and was shipped to Lasier, Timberlake & Co.

The two large elevators which are being built at Superior, Wis., for Messrs. Phelps and Harrington and Cargill Bros., will each be furnished with an 18x34x32 compound, condensing, Reynolds Corliss Engine, made by the Edw. P. Allis Company of Milwaukee.

The Coffeyville Elevator Company has been incorporated at Coffeyville, Kan. Capital stock, \$251,000; incorporators, George C. Smith and C. A. Parker of St. Louis, Mo.; J. H. Richards of Ft. Scott, R. Harding of Wichita and B. F. Wagener of Atchison, Kan.

W. T. Anderson & Co., commission grain dealers of St. Louis, Mo., and one of the best known firms on the Merchant's Exchange, have dissolved partnership and gone out of business. Mr. Anderson will continue his active relations with the Farmer's Elevator Company as president.

Frank E. Eames, confidential bookkeeper at Buffalo, N. Y., for Patten Bros., commission grain dealers of Chicago, has been placed under arrest for embezzling several thousand dollars. He lived in a fine residence, was a prominent Democratic politician, and ran for the office of Mayor of Suspension Bridge.

The Taylor Bros.' Company and the Utah Produce & Commission Company have been succeeded by the Taylor-Spackman Company, recently incorporated at Salt Lake City, Utah, to do a general grain, merchandise and grocery business. Capital stock, \$20,000; incorporators, T. E. Taylor, E. Y. Taylor, James Mark, Jr., S. Sanders, Jr., Thomas Spackman and T. E. Spackman.

The Farmers' Grain Shipping Company, recently incorporated at Spring Valley, Ill., began business December 17, with W. M. Hirschy in charge of the new elevator, which is situated on the C., R. I. & P. tracks. The officers of the company are, president, C. M. Chase; vice-president, M. Olson; treasurer, J. Holly; secretary, J. E. Barnard, and business manager, W. M. Hirschy.

The Farmers' Elevator Association of Sleepy Eye, Minn., held its annual meeting recently and re-elected the old officers, as follows: President, Jesse Palmer; vice-president, H. G. Hillesheim; secretary, William Rossbach, and treasurer, G. Friton. A prosperous year's business has been transacted. The company voted to hold the 4,700 bushels of wheat on hand for a rise.

The new company running the old grain elevator at Tipton, Ind., has not been successful, having lost several hundred dollars besides being in debt on the property. Moralizing upon this unsatisfactory state of affairs, the *Times* of that place well says: "The grain trade is one by itself, and if a man has no experience but a little money when he commences in the business, he will most certainly have more experience and less money when he goes out."

Dennis E. Sibley, who has been operating on the Chicago Board of Trade for more than twenty years, became financially embarrassed some time ago, and, the pressure of creditors increasing, he made an assignment December 19 to M. A. Seymour for \$263,233. The assets are few, and comparatively valueless. For several years he has been known as one of the heaviest "spreaders" in the trade, and it was 7,000,000 bushels of corn and oats "spread" between New York and Chicago that ruined him. He was supposed to be wealthy, and a

score of large grain commission firms trusted him only to lose \$200,000. He was president of the D. E. Sibley Elevator Company until November 7, when he was requested to resign. Mr. Sibley has invented a machine to clean smut off grain and another machine to clean grain so thoroughly as to raise the grade, but neither are in use as yet, although he has been trying to organize a company to handle them.

W. H. Harris & Co., commission grain dealers of Kansas City, Mo., alleged that they consigned fifteen carloads of white corn to the Kansas Elevator Company for storage, and that when they ordered the corn delivered to a customer twelve cars of yellow corn were passed off on them, and further that three carloads were held back. To secure their claim for a judgment of \$2,000, Harris & Co. attached the "Kansas Grain Elevator," with its contents, 7,000 bushels.

Claiming that the two elevators at that place are paying from four to eight cents per bushel less for wheat than prices elsewhere, the citizens of Amboy, Minn., are organizing a stock company to build and operate a grain elevator and deal in grain and in farm produce for cash and on commission. Nearly \$3,000 have been raised for building the elevator, the site for which is being arranged for by a committee composed of David Cross, F. N. Ware and G. R. Wilder.

The Owensboro Elevator Company has been incorporated at Owensboro, Ky., by T. S. Anderson of Detroit and T. S. Venable of Owensboro. A large grain elevator will be built in time to handle the fall wheat crop. The company will transact a general elevator, warehouse and storage business, storing grain and issuing warehouse receipts therefor. A system of inspecting and grading grain will be established. Messrs. Anderson & Venable have ample capital, and went into the enterprise only after mature consideration.

The suit of Thomas J. Thompson against the Star Elevator Company and Charles H. Ermentrout, an insurance agent, to recover \$28,000 damages, has been tried in the district court at Minneapolis, Minn. The judge instructed the jury to find for defendant Ermentrout, but allowed it to consider the liability of the elevator company. The jury disagreed and was discharged. A new trial will be had. The jury was unintelligent, for after having heard the case eight days and being out 24 hours they had no idea who the plaintiff was, and sent a hailiff to ask the judge. Mr. Thompson has filed over forty similar suits. The "Star Elevator" collapsed and crushed his feed mill adjoining, which then caught fire and was destroyed.

Cargill Bros., grain dealers at LaCrosse, Wis., Minneapolis, Minn., and many other points in the Northwest, will erect at West Superior an elevator, to serve as a terminal for their country lines of houses. The elevator is to be double, having 2,000,000 bushels' capacity in the storage division and 750,000 bushels' capacity in the handling division. The grain handling machinery will be of the most modern design. The apparatus and fixtures for protection from fire will be most complete. Ground has already been broken and work will be pushed with the greatest expedition so as to have the establishment ready by the opening of lake navigation. The contract has been let to the Barnett & Record Company, elevator architects and builders of Minneapolis, Minn.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

A. E. Clutter, Lima, O.
A. K. Marselus of Marselus Bros., Sandwich, Ill.
M. F. Seeley of Seeley, Sons & Co., Freemont, Neb.
Walter A. Calhoun of James Stewart & Co., St. Louis, Mo.
G. M. Robinson of the Charter Gas Engine Company, Sterling, Ill.
B. F. Ryer of Huntley, Cranson & Hammond, Silver Creek, N. Y.
J. Silas Leas of Barnard & Leas Manufacturing Company, Moline, Ill.
Mr. Dickey of the A. P. Dickey Manufacturing Company, Racine, Wis.

Wheat, amounting to 463,906 bushels was imported in November, against 733,926 bushels in November, 1891; and during the eleven months ending with November 1, 541,932 bushels was imported, against 1,155,793 bushels during the corresponding period of 1891. Of imported wheat we re-exported during the eleven months ending with November 1, 776,978 bushels, against 518,638 bushels, during the corresponding period of 1891.

Iowa's grain exhibit at the World's Columbian Exposition will be a masterpiece. The exhibit is to be in the form of a miniature model of the Iowa State Capitol building, and it is to be constructed of steel with porticoes, columns, and roof of glass, and compartments for samples of grain and seeds grown and contributed by the farmers of Iowa. The name and address of every contributor of grain or seeds will be enrolled in a catalogue, a copy of which will be presented to each. Messrs. Charles S. Young, E. M. Denny, E. F. Cook and John Jackson have been authorized by the Iowa Commission to solicit contributions.

THE EXCHANGES

A flour exchange building is to be erected at West Superior, Wis.

The new directors of the Duluth Chamber of Commerce have re-elected the old officials.

The Kansas City Commercial Exchange increased its membership during the past year from 150 to 225.

The Chicago Board of Trade Insurance Club has not had a death in fifteen weeks. The insurance now is equal to \$1,736 per capita.

The New York Produce Exchange celebrated Christmas on the afternoon of December 30 with vocal and instrumental music by members of the exchange.

T. C. Friedlander, secretary of the San Francisco Produce Exchange, has issued the 25th annual report of the exchange, containing much information of interest to the grain trade.

Members of the St. Louis Merchants' Exchange were so hoisterous December 30 and set off so many fireworks in the hall that President Mason was notified by the insurance agent that he could consider the policies canceled.

An exhibit will be made at the World's Columbian Exposition by the Baltimore Corn and Flour Exchange, Messrs. Charles England, Douglas M. Wylie and Walter Kirwan having been appointed a committee to prepare the display.

The Buffalo Merchants' Exchange has reduced weighing supervision charges from 20 cents to 15 cents per 1,000 bushels, and increased the salary of the chief weighman to \$4,000 and half the earnings above that sum, he paying all helpers.

The directors of the Chicago Board of Trade have decided upon \$45 as the assessment of members for 1893. This reduction of \$20 is due the decreased indebtedness and the prospect that the \$1,250,000 of 5 per cent. bonds can be refunded at 4 per cent.

A wild turkey flew on the roof of the Kansas City Commercial Exchange one day recently. John W. Moore, the grain commission man, saw the bird sail through the air. Procuring a shotgun he soon hagged the fowl, which afterward found its way to his table.

The members of the Chicago Board of Trade celebrated the end of the year's business December 30 with the customary frolic. Sample bags of flour and grain were everywhere in the air and silk hats were nowhere. A foothall was kicked around and fire crackers exploded.

The St. Louis Merchants' Exchange has promulgated a protest against the Washburn Anti-Option bill, setting forth that the bill attacks a well-established business system, of great value in moving the crops, without providing any substitute, thus leaving the producer to the tender mercies of powerful combinations of capital.

The Kansas City Hay Exchange formally opened its new hay warehouse at Kansas City, Mo., January 9, President Fred. Morrill delivering an address. Formerly hay was sold on track and could only be examined from the car door. In the new warehouse, which cost \$12,000, the hay can be inspected on three sides; and another advantage is correct weights.

The failure of a clerk on the call board of the St. Louis Merchants' Exchange to record the sale of eight cars of wheat by J. A. Warren & Co., to the D. R. Francis & Bro. Commission Company, allowed the buyers to refuse the wheat, under the rules of the exchange, and Warren & Co., who lost by a drop in prices, had to begin suit against the exchange which was defeated in the first trial, but in the court of appeals the suit was decided in favor of the exchange.

The National Board of Trade at its annual meeting in Washington January 17 will consider forty-nine propositions. Among them are House Bill No. 7845, known as the Hatch Anti-Option bill; a proposed enactment compelling carriers to make prompt delivery; an amendment to the Interstate Commerce law, with the same object; an amendment to that law exempting shippers from criminal liability to make their testimony available; governmental aid and control of the Nicaragua Canal; a recommendation that the government defray the expense of survey and estimates of cost of constructing a ship canal wholly within the territory of the United States from the great lakes to the Hudson River.

The Chicago Board of Trade recently elected officers and committees as follows: President, Charles D. Hamill, and second vice-president, Milton C. Lightner. Directors, Michael Cudahy, Thomas Bennett, Edward S. Jones, Zina R. Carter and James L. Clark. Committee of Appeals, James T. Rawleigh, George S. McReynolds, William B. Bogert, James Crighton and W. H. Crocker. Committee of Arbitration, Walter Lockwood, William W. Norris, A. Eddy, Edwin O. Seymour and Charles A. Purcell. Committee of Arbitration, (for one year to fill the unexpired term of Edward S. Jones) Charles W. Buckley. The election passed off quietly. J. H. Hurl-

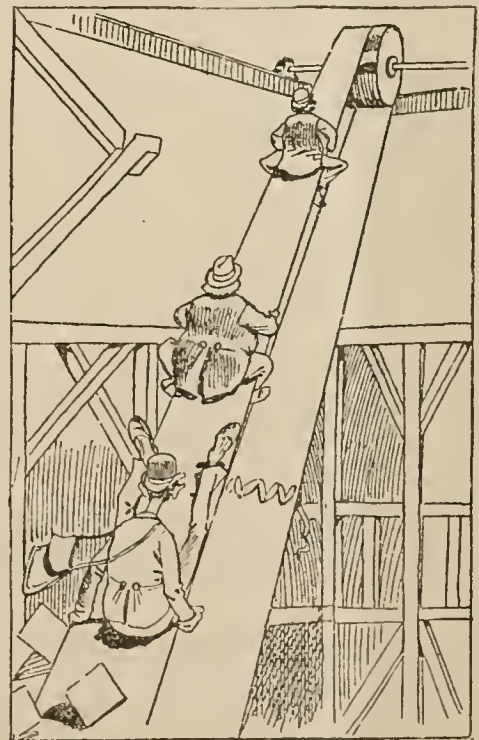
but, the other candidate for the presidency, received 534 votes, and Mr. Hamill 554. It is believed that the new administration will not take much pains to discourage privilege trading.

The Toledo Produce Exchange on January 9 elected the following regular ticket: President, William M. Bellman; first vice-president, Fred. O. Paddock; second vice-president, Thomas A. Taylor; secretary, Denison B. Smith, and treasurer, William E. Brigham. Directors, Ezra L. Southworth, Frank I. King, Milton Churchill, Jullus J. Coon, J. Frank Zahm, William H. Morehouse, Charles L. Cutter, Charles L. Reynolds, James Blass, Frank N. Quale. Arbitration Committee, Charles A. King, Frederick C. Chapin, Frederick J. Reynolds, Leroy S. Churchill, James Hodge, Charles Stager, Frank H. Tanney. Committee of Appeals, Henry W. Devore, William M. Coon, James E. Rundell, Henry Cratz, Steven W. Flower, George A. White, Ahner L. Backus, Frank W. Annin, Charles W. Coe, Justice H. Bowman, Reuben B. Mitchell.

The grain men of the Kansas City Commercial Exchange had a riotous time during their celebration December 31. It was a fancy dress affair—very fancy, including Indians in war paint, "ladies" in Mother Hubbard gowns, stage tights and street dresses. All nationalities and conditions of life were represented by the maskers. Marching on the exchange floor, preceded by a military band, they began the ceremonies with a war dance by the Indians. Clog dances, waltzes, etc., followed. President E. H. Allen and Secretary Charde were scalped by Indians. At the boxing match the referee was Assistant Secretary Heathfield, made up to represent a pugilist of the most pronounced type. His eyes were blackened in a realistic manner, court plaster covered one side of his face and he was accompanied by a vicious bull dog. The audience was kept in a roar of laughter from beginning to end. There was no smashing of hats or wasting of grain and flour thrown on the floor, as at other exchanges.

The Duluth Board of Trade has adopted a new rule establishing fixed rates of commission for handling grain and providing severe penalties for violating the regulations by charging less than specified. The new rule went into effect with the new year. The six first sections of the rules adopted are as follows: (Sec. 1) Receiving and selling on arrival, to arrive, or for some future month's delivery, wheat, corn, barley and rye, 1 cent per bushel; oats, $\frac{1}{2}$ cent per bushel; millstuffs, 25 cents per ton; ground feed, 50 cents per ton; hay, \$5 per car. Flax, less than carloads, $1\frac{1}{2}$ c. per cent.; carloads, 1 per cent. All grass seeds, except clover, less than carloads, $2\frac{1}{2}$ per cent.; carloads, 2 per cent. Clover, less than carloads, 2 per cent; carloads, $1\frac{1}{2}$ per cent. (Sec. 2) Buying and shipping lots less than ten cars of wheat, corn, barley and rye, 1 cent per bushel; oats, $\frac{1}{2}$ cent per bushel; lots of ten cars or more, wheat, corn, barley, rye and oats, not less than $\frac{1}{2}$ cent per bushel. (Sec. 3) Warehouse receipts—buying lots not less than 5,000 bushels, $\frac{1}{4}$ cent per bushel; no charge for selling same receipts. Selling warehouse receipts by grade, lots not less than 5,000 bushels, $\frac{1}{4}$ cent per bushel. Lots less than 5,000 bushels, 1 cent per bushel. (Sec. 4) For future delivery, buying and selling, $\frac{1}{2}$ cent per bushel. Where delivery of warehouse receipts is made on such contracts, $\frac{1}{4}$ cent per bushel. (Sec. 5) To resident members of the Duluth Board of Trade or other similar trading organization, who are residents of the city in which the same are established, rates of commission less than those herein provided for may be charged. (Sec. 6) The compensation of a broker may be arranged between himself and his principal, but members of this association shall not act as brokers for persons not resident members of the Duluth Board of Trade.

A FARMER'S IDEA OF THE ROAD TO WEALTH VIA. THE GRAIN ELEVATOR ROUTE.



Fires, Casualties, Etc.

Heffelfinger & Co, grain dealers at Denison, Ia., recently suffered loss by fire.

Brown & Hatch's flax fiber factory at Jasper, Minn., was recently burned. Loss \$1,000.

The Enterprise Distilling Co. of Pekin, Ill., recently suffered \$100,000 loss by fire. Insured.

A grain elevator and flour mill at Dundas, Minn., were burned on January 2. Loss, \$100,000; insurance, \$60,000.

Elmer A. Close, employed in Van Dusen's elevator at Brookings, S. D., recently had an arm broken in the machinery.

Andrew Carlson, employed in the "Duluth Elevator" at Duluth, Minn., was run over by a railroad train December 24 and instantly killed.

Henry James, bookkeeper for Rasmussen Bros., grain dealers at Milford, Ia., was recently drowned while skating on the mill pond at that place.

William Chambers, Superintendent for the Wisconsin Malt & Grain Co. at Appleton, was badly hurt December 21 by the flying fragments of a burst pulley.

J. C. Comley, dealer in grain and hay at Canton, Mo., committed suicide by shooting himself at his home December 30. No cause is assigned for the act.

The Pacific Coast Elevator Co.'s house at Fairfield, Wash., was burned on the evening of December 21, with 60,000 bushels of wheat. Loss \$50,000. Insured.

H. H. Holliday, dealer in grain, hay and feed at Cairo, Ill., suffered loss January 10 by the collapse of his building, the foundations of which were undergoing repairs.

A grain trimmer named Patrick Macadurdy was recently found dead in the hold of the steamer Bohnia at Glasgow, Scotland, having been smothered when the cargo was loaded.

The body of a man who had met a violent death was found in a car of grain received at Toledo, O., December 19, from Nebraska, over the B. & M., C. B. & Q. and Wabash Railroads.

The elevators, warehouses and cribs of Webster Bros. and Gilchrist & Co. at Waucoma, Ia., were burned early in the morning of January 12. The fire started in the boiler room. Loss \$10,000; insured.

S. Barnard & Co.'s elevator at Martinsville, Ind., was burned on the night of December 17, with 15,000 bushels of wheat and 6,000 bushels of corn. Loss, \$25,000; insurance, \$11,600; \$7,000 on building and \$4,600 on grain.

The elevator at Deland, Piatt Co., Ill., owned by L. M. Tyler & Co., elevator men of Chicago, was burned December 18, with several bushels of grain owned by farmers. Loss on elevator \$5,000, on contents, \$5,000; insurance partial.

Brown Bros.' grain elevator at St. Johns, Mich., caught fire at noon December 12. Smoke was discovered to be issuing from the eaves and roof, and on investigation flames were found in the upper portion of the building. A hose was attached to the town waterworks and the water judiciously thrown where it would do the most good. Thus, and with the use of a liberal number of hand grenades, the fire was put out before the department was ready to flood the entire establishment. Besides several thousand bushels of grain there was \$1,500 worth of clover seed in the elevator. Loss, \$1,000; insurance, \$4,000. The fire is believed to have originated from a lantern left hanging against the wall of the engine house. After an hour's delay Brown Bros. resumed business as usual.

Wild oats are becoming a widespread pest in the northern part of Meeker county, Minn. All efforts to eradicate the weed having failed, the farmers have given up the attempt, and now use fanning mills to clean the wheat after harvest.

While there exists no present probability of great advance in the prices of wheat or its products, evidences are not wanting that point to a better market than existed during 1892. From 87 for spot wheat in Minneapolis prices fell with more or less steadiness to the end of the year, making a decline of some 22 cents. It is but a superficial view that ascribes the decline to any other than the most natural causes whose base lies in supply and demand.—*Market Record, Minneapolis.*

A new kind of barley has been discovered and propagated at Stanwood, Wash., by J. Mativin, a Norwegian, which, although worthless for milling or brewing purposes, supplies the place of corn as feed in that section; and may become a large crop on the Pacific coast, where Indian corn grows poorly. The farmers call it "nigger" barley, the grain being of a deep brown color with a thin and tough shell. The stalk and bearded head resemble closely six-rowed barley. It yields 100 bushels per acre.

DECREASE OR INCREASE OF WHEAT CONSUMPTION.

The commonly accepted reports of the world's production of wheat for the past eight years make the aggregate for the last four 8,140,400,000 bushels, and for the preceding four years 8,261,163,000 bushels. That showing gives 120,763,000 bushels less for the latter term than for the former. The latter term includes the years for 1889 to 1892, inclusive, the former from 1885 to 1888, inclusive. Prices of wheat in London, whose market better reflects the world's condition of breadstuffs than any other, rose to 42s. per quarter in 1887, to 43½s. in 1888, and to 40s. in 1889, while they fell to 26½s. in 1892. Population is steadily increasing and there is no reason to suppose that consumption is not increasing as fast as population is. Of course there is a variety of opinions on that point, but there is no good reason given that the consumption of wheat is not larger now than it was eight years ago.

What has been substituted in that time to reduce even the per capita of consumption? If nothing, then it must be admitted that consumption is greater than it was. Yet the records show production to be less, while reason makes the consumption more. Still the supply seems to be increasing. It is not enough to declare that large stocks available exist because producers sell more readily than formerly, for the large amount of wheat held back last year to bring into the present harvest in this country was perhaps unprecedented, and the available supply is now unprecedented.

It is such facts that pull down prices in face of untenable theories that production does not increase. The effort of holders is naturally to get an advance in prices, while consumers are satisfied with the result of competition that brings them cheaper and cheaper bread. Hardly anything is ever written to prove that prices may ever decline, while there is no end of reasons spread out to prove that prices are always on the edge of an advance. In spite of all unsound reasoning; and all unsound statistics, the markets go on reflecting the real facts, leaving the errors to be corrected by experience. Who would believe that smaller production and larger consumption increased the reserves if he were not blinded by desire? What we are told in official reports and in unofficial reports amounts to no less. Holders expect a minimum official report of prospective supplies, and they get it. They expect the slip to bring a maximum of prices, and they do not get them. Then speculation is charged with being the cause of disappointment, or it is the fear of anti-option legislation or other equally important incident, when the trouble lies largely in a resolute disregard of facts.—*Market Record, Minneapolis.*

PERSONAL

B. L. Colby, grain dealer at Boston, Mass., was recently married.

James Ellis of Dexter has moved to Panora, Ia., to take the management of the McFarlin Grain Company's business at that place.

John C. Buchanan has taken a position as superintendent of the Northwestern Elevator Company's house near Minneapolis, Minn.

D. Rothschild, the grain dealer of Davenport, Ia., gave away his daughter Julia in marriage to Maximilian Kohn of Moline, Ill., on January 12.

O. H. Drinkwater of Cedar Point, Kan., who has had experience in the grain and mill business, is being urged by his friends for the position of Kansas State Grain Inspector.

Seward Crounse, grain dealer at Kearney, Neb., will probably retire from the business as he is one of the six heirs to an estate of \$10,000,000 left by an uncle who died recently in Syracuse, N. Y.

William F. Wheatley has completed his twenty-fifth year of service as secretary of the Baltimore Corn and Flour Exchange. The members of the Exchange tendered him their congratulations, and presented him with a silver table service.

IMPORTS AND EXPORTS OF HAY.

In November we imported 4,897, tons of hay, against 3,727 tons in the preceding November; and during the eleven months ending with November we imported 71,005 tons, valued at \$685,184, compared with 54,227 tons, valued at \$408,739, during the corresponding period of 1891. Of foreign hay we re-exported in the eleven months ending with November 151 tons, against 9 tons in the corresponding period of 1891.

The exports of home grown hay for November were 2,742 tons, against 2,563 tons for the preceding November; and for the eleven months ending with November, 1892, the exports of hay were 31,613 tons, valued at \$516,596, compared with 24,952 tons, valued at \$424,616, for the corresponding period of the preceding year.

ITEMS FROM ABROAD

The Argentine wheat crop is now being harvested in excellent condition.

Finland will permit the free importation of corn, ground or unground, until July 1, 1893.

Sweden imported from January 1 to November 30 3,080,000 bushels of wheat, against 3,632,000 bushels in the corresponding period of 1890-91.

Australia and New Zealand exported from January 1 to December 17 5,088,000 bushels of wheat and flour combined, against 9,960,000 bushels in the corresponding period of 1891.

France imported during the four months preceding December 4,416,000 bushels of wheat and flour combined, against 41,776,000 bushels, and 15,944,000 bushels, for the corresponding periods of 1891 and 1890 respectively.

India exported in the first week of 1893 320,000 bushels of wheat, equally divided between England and the Continent, against 384,000 bushels for the corresponding week last year. From April 1 to January 7 the exports were 26,700,000 bushels, compared with 45,004,000 bushels for the corresponding period of 1891-92.

The Argentine Republic has exported to Europe from its chief ports during the period from January 1 to December 17 of wheat, 10,788,000 bushels to the United Kingdom and for orders and 2,952,000 bushels to the Continent; and of corn, 8,100,000 bushels to the United Kingdom and for orders, and 1,872,000 bushels to the Continent.

Mexico has an abundance of corn and will not need to import additional supplies, the state of Michicon alone having produced this season enough to supply the demand until next year, reports an American grain dealer who has just returned from Mexico. In the City of Mexico 200 cars of corn were standing on side tracks, and could not be unloaded, for shippers were unable to pay the freight, corn selling at only 60 cents a bushel.

The new crop of clover and other grass seeds is much below the average in England, and nearly the smallest on record in France. Hardly any old stock was left over from the previous season. The high prices of the past few years had induced farmers to leave a large acreage for seed, but wet weather ruined the whole at seeding time. In England alsike clover is practically a failure, white clover is somewhat better, but red clover, the principal seed crop, made a poor yield.

Russia exported from January 1 to November 14, old style, 4,873,000 quarters of wheat, 1,010,000 of corn, 2,094,000 of oats, 508,000 of rye, 3,306,000 of barley, 31,650 of buckwheat, 123,500 of peas, and 87,300 sacks of flour; against 12,747,000 quarters wheat, 1,583,000 of corn, 5,371,000 of oats, 4,776,000 of rye, 3,703,000 of barley, 93,525 of huckwheat, 384,000 of peas, and 227,564 sacks of flour in the corresponding period of 1891; and 12,114,000 quarters of wheat, 970,000 of corn, 5,251,000 of oats, 5,142,000 of rye, 4,689,000 of barley, 74,400 of buckwheat, and 270,880 sacks flour in the corresponding period of 1890.

OBITUARY

F. B. Dodge, of the Toledo Produce Exchange, is dead.

John F. Cook, commission grain dealer at New York, N. Y., is dead.

John Wicoff, dealer in grain and coal at Princeton Junction, N. J., is dead.

George E. Bowdoin, of Geo. E. Bowdoin & Co., commission grain dealers at Baltimore, Md., is dead.

J. N. Gregory, of J. N. Gregory & Son, dealers in grain and farm machinery at Brooklyn, Ind., is dead.

Joseph Bachman, who twenty years ago was one of the best known operators in grain at Portland, Ore., died poor at San Francisco, Cal., recently.

Sherman W. Edwards, an old and respected commission grain dealer on the Chicago Board of Trade, died at his home January 2, aged 83 years. His son, Sherman T. Edwards, who has been associated with him in the business will continue it.

The H. Tibbe & Son Manufacturing Company of Washington, Mo., is a stock company with \$60,000 capital engaged in the manufacture of corn-cob pipes. A St. Louis concern buys the cobs and delivers them to the factory and receives all the pipes turned out. The so-called Collier cobs are the best, being large and not having the grains deep seated, and sell for about one cent apiece. The size required is about one and five-eighths inches in diameter. The cobs are bored out, filled in with cement, dried, sand-papered and shellacked. The supply of cobs often runs short.

Latest Decisions.

Right of Owner to Recover Money Lost by Another at Gaming.

One who receives the money of another from a third person by winning it at a game of chance played with such third person is liable to the owner in an action for money had and received, and the right of action does not rest upon any statute, but upon the common law.—*Smith vs. Ray, Supreme Court of Georgia, 16 S. E. Rep. 90.*

Telegram—Delivery—Damages—Notice.

The Appellate Court of Indiana held, in the recent case of *Western Union Telegraph Company vs. Stratemeyer*, that a provision in a contract for sending a telegraph message requiring a claim for damages for negligence in the transmission and delivery to be presented in writing within sixty days, is a valid one, precedent to the right to recover, but is to be strictly construed, and may be waived.

Sale of Goods by Sample.

A sale of goods by sample only binds the vendor to supply goods equal to sample, and not goods fit for a particular purpose; and where the purchaser is sued for the price of goods sold by sample and alleges failure of consideration, in that the goods supplied are inferior to the sample, he is entitled to relief only to the extent of such failure, and the amount of inferior goods which he proves.—*Kauffman Milling Co. vs. Stuckey, Supreme Court of South Carolina, 16 S. E. Rep. 193.*

Liability of Consignee—Who Should Collect from Purchaser.

Where the consignee of goods or grain should collect the bill for same from the purchaser and then give an order on the railroad company to deliver the same to the purchaser, and thereupon to remit the amount to the shipper. If he expressly or impliedly consents to delivery by the railroad company before payment of the bill he will be liable for the price.—*Scanlan vs. Hodges, U. S. Circuit Court of Appeals, 8th Cir. 52 F., Rep. 354.*

Right to Advance Money on Sales.

A stipulation that money paid under a contract may be retained as a penalty in case of its breach is valid. The law requires that what the parties themselves prescribe as a forfeiture shall be so treated; and in the absence of any agreement by which provision is made for a seller, retaining money advanced in the event of the purchaser not completing his contract by paying the balance, the cases are uniform in holding that, under the circumstances, the purchaser cannot recover back money so paid and retained by the seller.—*Von Kamen vs. Ross, Supreme Court of New York, 20 N. Y., Sup. 548.*

Mortgaging of Crops to be Planted.

A chattel mortgage on a crop to be planted after its execution is invalid as to subsequent purchasers and attaching creditors of the mortgagor, since annual crops raised from planted seed have not even a potential existence before the seed is put in the ground; and a sale under execution levied against the growing crop gives the purchaser a valid title as against the mortgagee or a subsequent purchaser on foreclosure. The intermingling by the purchaser on foreclosure of a crop raised from seed planted both before and after the execution of the mortgage gives him no right to retain the entire crop, where the evidence shows the quantity obtained from each planting; and the purchaser at an execution sale is entitled to the portion obtained from seed planted after execution and delivery of the mortgage.—*Rochester Distilling Co. vs. Razy, Supreme Court of New York, 20 N. Y. Sup. 583.*

No Rights Waived by Paying Overcharges Without Protest.

The payment to a railroad company of an overcharge in freight on goods transported over the road of such company is not a voluntary payment, as the law interprets that term, so as to bring it within the operation of the familiar rule which forbids recovery on account of payments voluntarily made without objection or protest. The law does not here require objection or protest to the payment of unjust charges, for the reason that they would be vain, being addressed to those who occupy the commanding position of power to force obedience to their requirements, and because those who do business with railroads never come in contact with the officers who possess authority to fix or abate rates of charges; indeed, they usually hardly know their names or where to find them.—*Louisville, E. V. St. L. Consolidated R. Co., vs. Wilson, Supreme Court of Indiana, N. E. Rep. 311.*

Joint Carriers' Liabilities for Injury to Freight.

In the case of the Northern Pacific Railway Company vs. Twiss, the Supreme Court of Nebraska, recently held that where several common carriers unite to form a line for the transportation of merchandise, and receive goods and give a through bill of lading, each carrier becomes the agent of the others to carry into effect the transportation and delivery of the property. In such case the party sustaining the injury may bring his action directly against the carrier committing the injury or against the one that

undertook to transport the goods. As between the carriers, however, each one is liable for the result of its own negligence, and, although the first carrier may have assumed the responsibility for the transportation of property beyond its own line, and damages may be recovered against it for a failure in that regard, yet the carrier causing the injury will be liable to it for such damages. In other words, the party guilty of the wrong is ultimately liable therefor.

Non Delivery of Corn Sold by Grower.

The case of *John J. Kunder vs. Jas. E. Smith and West Andress Company* was recently decided by the Appellate Court at Ottawa. This was a suit brought by Smith against Kunder for the recovery of damages for breach of contract on Kunder's part in not filling a contract to deliver 2,300 bushels of No. 2 corn, bought July 5, 1890, to be delivered, half in July, the other half in September following. Smith was engaged in the grain trade at Troy Grove, Ill., and that the other appellees, the West Andress Company, were associated with him. The appellant was a farmer. Smith had a memorandum of the contract in his book. The corn was never delivered, and it was shown that it was worth 42 cents on the last day of July and 43 cents on the last day of September. Smith bought the corn at 30 cents. In the lower court a verdict for \$100 was obtained by the appellees. From this an appeal was taken, but the court sustained the judgment of the lower court.

Statute of Frauds—Sale.

The Supreme Court of Iowa held, in the recent case of *Mighell vs. Dougherty*, that an oral contract to sell and deliver in marketable condition certain growing grain belonging to the promisor was not within the exceptions to the statute of frauds of the state, which provided that when the property sold was not owned by the vendor and ready for delivery, but labor, skill and money were necessarily to be expended in producing or procuring the same, the statute would not apply. The court said: "In cases like this we think the true rule is, if the grain is sold and no part of it delivered, and no part of the price is paid, and the contract is not in writing, and the labor, skill and money which is necessary to be expended upon it to fit it for market is such only as, in the ordinary course of the defendant's business, he would be compelled to expend upon it or devote to it, in order to preserve and care for it as a good husbandman, the case is purely a sale, and comes within the statute."

LATE PATENTS

Issued on December 13, 1892.

GRAIN DRIER.—Henry T. Hopkins, Cape Vincent, assignor of one-half to Erskine M. Parmelee, Dansville, N. Y. (No model.) No. 487,738. Serial No. 405,082. Filed Sept. 8, 1891.

PORTABLE HAY OR GRAIN SHED.—Thomas J. Kelley, Avenue City, Mo. (No model.) No. 487,927. Serial No. 437,415. Filed June 20, 1892.

Issued on December 20, 1892.

BROOM CORN CLEANER.—Frederick W. Reese, Paris, Ill. (No model.) No. 488,251. Serial No. 423,020. Filed Feb. 27, 1892.

HAY PRESS.—Joseph L. Orr, administrator of James J. Corley, deceased, Choccolocco, Ala. (No model.) No. 488,400. Serial No. 431,215. Filed April 29, 1892.

MACHINE FOR CLEANING MALT.—Ernst Richter, New York, N. Y., assignor of two-thirds to Adam Shaefer and Karl Fr. Jenne, same place. (No model.) No. 488,403. Serial No. 440,322. Filed July 18, 1892.

CONVEYOR.—George H. Tench, Pottsville, Pa. (No model.) No. 488,460. Serial No. 439,142. Filed July 6, 1892.

Issued on December 27, 1892.

BELTING.—William E. Sharples, Fall River, Mass. (No model.) No. 488,617. Serial No. 422,099. Filed Feb. 19, 1892.

GRAIN DRIER.—William McKee, Chicago, Ill. (No model.) No. 488,770. Serial No. 443,724. Filed Aug. 22, 1892.

Issued on January 3, 1893.

GATE FOR CONVEYOR TROUGHS.—James M. Dodge, Philadelphia, Pa., assignor to the Link-Belt Engineering Company, same place. (No model.) No. 489,289. Serial No. 444,641. Filed Aug. 31, 1892.

PNEUMATIC GRAIN ELEVATOR.—John B. Stoner, New York, N. Y., assignor to Charles B. Hillhouse, same place. (No model.) No. 489,340. Serial No. 403,760. Filed Aug. 26, 1891.

Superior, Wis., has an elevator capacity of 14,450,000 bushels, including the mill elevators, those in process of construction, and contracted for.

CROP CONDITIONS.

NORTH DAKOTA.—The long and beautiful fall enticed every farmer to plow all he could for next year's crop and there is more ready for crop than ever in the history of the state.

CLOVER SEED IN INDIANA.—Mr. Reynolds of Messrs. Crabbs & Reynolds, Crawfordsville, Ind., reports a very light crop of clover seed in that state. He says Central and Southern Indiana have not produced more than one-fifth of an average yield, and that the greatest portion of it has been marketed. He also says that part of the state must purchase in the spring.

OHIO.—The estimated area of wheat seeded this fall for the next harvest is 2,690,560 acres, 147,679 acres less than was seeded last fall and 103,753 less than stood for the harvest. Figuring on the basis of last year's average product per acre, this shortage in acreage, seeded for next year's harvest, as compared with that seeded for the past harvest, would represent 1,494,043 bushels.

QUALITY OF ILLINOIS CORN.—According to the last report of the Illinois Board of Agriculture, the quality of the corn this season is much below an average, particularly in Central Illinois, where but one county—Brown—reports it as 100, and the quality of the whole division is but 77 per cent. of an average. In the northern division of the state the quality is reported at 88 per cent. of an average and in Southern Illinois at 86 per cent. Much of the corn is soft and it is light and chaffy, so it will grade unusually low.

CORN IN ILLINOIS.—The total corn product amounts to 137,540,285 bushels, or 80,641,765 bushels less than the crop of 1891. This was distributed as follows: In Northern Illinois, 68,407,679 bushels; in the central division, 51,532,115 bushels, and in Southern Illinois, 17,600,491. The ruling price of 35 cents a bushel is lower than that obtained for two years past, and the total value of the crop if sold at this price on December 1 would be but \$48,913,834, the smallest corn crop value since 1873. In the northern division of the state the value was \$24,874,655, in the central division, \$17,487,600, and in the southern division, \$6,551,579.

CORN IN KANSAS.—The final estimate made of the corn crop of Kansas by the correspondents of the Kansas Board of Agriculture, places the average yield per acre and the total product for the state by sections as follows: Eastern belt—Acres, 2,917,359; product, 74,442,928 bushels; average yield per acre, 25.51. Central belt—Acres, 2,329,581; product, 55,845,797 bushels; average yield per acre, 23.97. Western belt—Acres, 356,658; product, 8,369,896 bushels; average yield per acre, 23.46. The total corn area for the state is 5,603,588 acres; total product, 138,658,621 bushels. The average yield per acre for the state is 24.74 bushels. According to correspondents' reports the north half of the state this year has made a better showing on corn than the south half.

MICHIGAN, January 11.—The Michigan crop report for January, which was issued by the Secretary of State, shows that little snow fell in the southern section of the state previous to December 15, and the wheat plant, except in a few localities, was wholly without protection. From the above date to January 1 the ground was fairly well covered. The total number of bushels of wheat marketed by farmers in December was 1,374,419 bushels, and the total number of bushels marketed in the five months from August to December was 8,111,615, or 758,032 less than for the same period last year. The average price of wheat January 1 was 66 cents per bushel, of corn 47 cents, of oats 34 cents, and of hay \$8.29 per ton. Compared with one year ago, there is a decline in the price of wheat of 22 cents, of corn 2 cents, of hay \$2.61. There is also a decline in the price of each class of horses. Fat cattle, hogs, cows and sheep are higher than one year ago.

GOVERNMENT CROP REPORT FOR JANUARY.—The wheat crop is slightly above an average in yield, and in volume has only been exceeded in 1891, 1884 and 1882, though the crop of 1889 and 1880 nearly equaled it. The area as estimated is 38,554,430 acres; product, 515,949,000 bushels; value, \$322,111,812. In the revision of acreage the principal changes are made in some states in which the decline of the past 12 years has been heavier than had been reported. There has also been a considerable enlargement of breadth the past year in several western states. The rate of yield is 13.4 bushels per acre. The average value per bushel, 62.4 cents, is the lowest average value ever reported, that of 1884 being 64.5 cents, and that of 1887 being 68.1 cents. The average of the crop of 1891 was 83.9 cents. The weight of measured bushels will be determined later, but it is probable that the acreage above will be equivalent to 500,000,000 commercial bushels. The corn crop is short, exceeded in quantity several times in the last 10 years, but slightly larger than in 1883, 1887 and 1890. Its average yield per acre, 23.1 bushels, has been exceeded six times in ten years; its area is considerably reduced, the reduction being heavy in the corn producing regions, though offset in part by increase in the Atlantic states and throughout the entire cotton belt. In the valley of the Mississippi and Ohio planting was retarded and limited greatly by heavy rains which prevented plowing. The production was 1,268,464,000 bushels; value, \$642,146,630; averaging 39.3 cents per bushel. The estimate for oats are—Product, 661,351,000 bushels; value, \$209,252,611; yield per acre, 24.4.

WATERWAYS

Disaster on the lakes last season cost 100 lives and \$2,000,000 worth of property.

Bids for work on the twenty-foot channel between Chicago and Duluth and Buffalo have been opened by General Poe, United States engineer at Detroit.

South Chicago's coastwise shipments during 1892 included 1,293,314 bushels of wheat, 800,038 bushels of corn, 1,264,361 bushels of oats, and 35,000 bushels of rye.

The International Navigation Company is being organized to build, it is said, a canal between Lakes Erie and Ontario and other canals on the St. Lawrence River and Lake Champlain.

Toledo shipped by lake last season 16,411,139 bushels of wheat, 3,951,210 bushels of corn, 122,702 bushels of rye and 249,058 sacks and 180,395 barrels of flour, which is an increase over 1891.

The Cargill Company has loaded 60,000 bushels of oats for Buffalo into the schooner Kate Winslow at the "Cargill Elevator" in Green Bay, Wis., for shipment when the ice breaks up in the spring.

In the year 1892 the inspected receipts by lake and canal at Chicago were 515,636 bushels of wheat, 1059,075 bushels of corn, 618,720 bushels of oats, and 87,088 bushels of rye; total, 2,280,519 bushels.

The Chesapeake & Ohio Canal has had a most successful season. About 200 boats have been constantly running. The waterway is reported to be in good repair all along its line, and will be reopened in March.

The Sault Canal traffic in grain aggregated 40,994,790 bushels of wheat and 1,666,690 bushels of other grain in the last season, against 38,816,570 bushels of wheat and 1,032,104 bushels of other grain in the season of 1891.

President Haastick, of the Mississippi Valley Transportation Company, estimates that the City of St. Louis, by reason of low water and impeded navigation, has lost the export of at least 7,000,000 bushels of wheat in the two fall seasons of 1891 and 1892.

Superior, Wis., shipped by lake last season 10,757,153 bushels of wheat, 126,295 bushels of other grain, and 2,178,264 barrels of flour, against 17,492,881 bushels of wheat, 106,165 bushels of other grain, and 1,558,603 barrels of flour, during the season of 1891.

The wheat cargo of the barge Glenora which was damaged by water off Grand Marais, Mich., was sold at Kingston for 33½ cents a bushel. Out of the whole 9,300 bushels 2,300 was first-class dry wheat. The wet wheat went to a starch factory at Brantford, Ont.

In striking contrast with the prosperous condition of the lake carrying trade in this country is the extremely depressed condition of the shipping industry of England. Idle steamers are tied up at every port in the United Kingdom, there being more than 150 on the River Tyne alone.

The Illinois and Michigan Canal has earned during the past two years \$158,333, and the disbursements were \$152,212. The Canal Commissioners have expended on permanent improvements \$28,516, besides the special appropriation of \$25,000 for new locks at Henry and Coperas Creek.

Lake shipments of grain from Chicago during last season aggregated 83,487,771 bushels of wheat, 43,454,007 bushels of corn, 18,969,415 bushels of oats, 1,042,969 bushels of rye and 1,209,236 bushels of barley, besides 2,325,405 barrels of flour. These figures show an increase over the preceding season.

The steamer Aurora of the Corrigan line, cleared from Chicago December 14 with corn for Buffalo at four cents a bushel, being the last vessel to make the trip the past season. The Aurora, being a first-class wooden steamer, can safely pound against ice floes at the straits that would punch holes in the sides of a steel ship.

A steel vessel of new model is to be built at Duluth, Minn. The new type of lake craft will resemble the whaleback somewhat in appearance, but instead of the prow being blunt it will be sharp, so as to cut through the waves with least resistance. Henry W. Wheeler, O. H. Simonds, R. S. Munger and others are interested in the new vessel.

The new Nicaragua Canal bill, which the Foreign Relations Committee has been at work upon since the last Congress, contains provisions that increase the obligations of the Maritime Canal Company and the security of the United States Government. If the bill is passed and accepted by the company the Government will have full control of the enterprise.

The average freight rate on the Erie Canal last season was 3.42 cents per bushel of wheat and 3.09 cents per bushel of corn, Buffalo to New York, which is the lowest on record. Compared with the average of five years preceding the receipts of grain by canal at New York fell off last season 9,274,882 bushels, but the rail receipts increased greatly. While the canal receipts decreased 26.75 per cent, the rail receipts increased 78.62 per cent. The

shipments of grain by canal last season were 31,680,000 bushels, which is 300,000 less than in 1891 and 7,000,000 less than in 1890.

The Cincinnati Chamber of Commerce recently passed resolutions urging Congress to pass the bill now pending, or any similar bill, favoring the construction of the Nicaragua Canal under the supervision and guarantee of the Government of the United States.

FIGHTING FOR THE GREAT GRAIN CARRIER.

A meeting called for the purpose of securing legislation for the protection of the terminals of the Erie Canal was held January 4 in New York City.

Capt. M. DePuy was elected chairman, and after a short address he introduced G. Waldo Smith, a well-known merchant of this city, as the speaker of the day.

Mr. Smith, who started out in life at the age of 17 as a canal boat captain, read a letter he had received from Capt. DePuy, under date of December 31, in which the present situation of the canal boat men and the remedies needed were set out in a very clear and forcible manner. In the course of this letter Capt. DePuy wrote:

"There was a law enacted in 1867, setting apart the slips from Pier 2 to Pier 10 in the East River for the exclusive use of canal boats. In 1883 the law was revised, and limited canal boat quarters between Pier 3 and Pier 8, and gave canal boats the exclusive use of these slips from the 20th day of March to the 31st day of December.

"Notwithstanding, said slips are occupied at times with railroad barges and lighters, when tows of canal boats containing 1,000,000 bushels of grain are forced to lie out in the stream or seek a harbor in some remote place in Brooklyn or Jersey City.

"By some hook or crook the New York Central Railroad Company has taken possession of Pier 5, and the New York, Lake Erie & Western monopolizes Pier 8, with sheds covering the entire piers, and each company employs a wharfinger, who dominates over the boatmen similar to old-time slave drivers. There are hundreds of men who will go on the stand and swear that the above statement is absolutely true.

"Please bear in mind that these slips allotted to canal boats does not make boats occupying them exempt from wharfage.

"But the treatment the boatmen get from railroad companies in the port of New York is very good compared with the usage they get at Buffalo. At Buffalo the several railroads centering there have leased control of everything in the port except Erie Basin, which is state property. Besides monopolizing all the dockage facilities, they own and control 44 storage towers and floating grain elevators; their charges for transferring canal grain are more than they were before the elevator law was enacted in 1888 to reduce and limit their tolls.

"Another method of annihilating the Erie boatmen is by putting up rail rates on grain when the Erie Canal is closed, and reducing them far below the cost of transportation when navigation opens in the spring. This statement is corroborated by the Hon. Edward Hannan's official report.

"In 1880 the grain receipts at Buffalo were 104,675,449 bushels, of which nearly 72,000,000 bushels were shipped by the Erie Canal. Up to the first of December, 1892, the receipts at Buffalo were 129,300,844 bushels, and only 31,688,815 bushels were shipped by the people's free waterway.

"Notwithstanding there was an increase in the receipts of grain at Buffalo of 21,000,000 bushels over 1880, Buffalo is not holding its own compared with the increased amount of grain produced in the great Northwest. One day last year there were thirteen cargoes of grain shipped by lake from Chicago, and only two cargoes came to Buffalo. This fact accounts for the two new steamship lines to Europe, one from Portland and one from Halifax. And it is the excessive port charges in Buffalo and New York which are establishing new lines at Newport News and Charleston. But with railroad companies it is anything or anywhere to beat the Erie Canal.

"Now, pray, what is the use of the state of New York maintaining and operating the Erie Canal and permitting railroad companies which are owned largely by foreign capitalists to monopolize the ports of New York and Buffalo?

"From my experience on the Erie Canal, I am frank to say that the Erie boatmen are not suffering for the want of canal improvements so much as they are for an equal show with their railroad competitors in terminal facilities and terminal charges.

"Now for the remedy, and one that will not be expensive to the state: Erie Basin, at Buffalo, which is state property and covers a surface of 23 acres, should be improved by constructing several piers in it; then dredge it out so that the deepest draught vessels entering Buffalo can get alongside of said piers.

"Next, let responsible parties build grain elevators or warehouses on the piers, with the express understanding that said elevators and warehouses are to be used exclusively in handling canal commerce, and limit the charges for a direct transfer of grain to one-quarter of 1 cent a bushel.

"To show what could be done with three or four elevators employed in handling canal grain, the 'New York Central Elevator' in Buffalo this season of 1892 handled about 40,000,000 bushels, 9,000,000 more than was shipped by the Erie Canal."

Mr. Smith stated that as an investment pure and simple the canal had been a big thing for the state. It had

already brought into the coffers of the state treasury \$30,000,000 more than the original cost, and had built up a great and thriving population along its banks. To withhold any money necessary for its improvement and maintenance was the most shortsighted policy.

W. E. Cleary of the Northern Boatmen's Association, which has large business interests on the Champlain Canal, made an interesting point in reference to Governor Flower's suggestion for electricity as a motive power on the canals.

"I think I am safe in asserting," he said, "that the introduction of electric trolleys, or any other schemes for more rapid transportation will not bring us any relief. With the present depth of water the boats are already traveling as fast as they can. They couldn't go at a more rapid rate of speed, because there wouldn't be enough water to float them. Already they scrape their bottoms on the stones, and if they went any faster they would be bumping constantly and the sides of the canal would be seriously injured.

"Of course, we don't want to discourage any proposition for improvement on the canals, but at the same time it would be unfair to Governor Flower, unfair to the state, and unfair to our own interests if we blinded ourselves to the fact that electric transportation could only benefit us if we are given plenty of water. We must begin at the beginning. For twenty-five years the state has done nothing to improve her artificial waterways, and the result is that they are entirely inadequate for the service demanded of them. They should be deepened and widened and increased terminal facilities should be provided.

"Outsiders do not appreciate the great importance of the canals to the prosperity of the state. The Erie Canal is a link in the great chain of waterways reaching right into the heart of the great grain producing center of the Northwest, and with proper facilities for transportation provided by deeper and wider canals, and equipped with proper terminal facilities, the Empire State can defy any other section of the Union to encroach on the domain of her commercial supremacy. But a short sighted policy prevails in the Legislature. Canada is going ahead at a rapid rate, spending millions of dollars in improving and extending her canal system, but we dare not ask our Legislature to do anything adequate for fear that they may refuse us even the niggardly assistance we get. When \$2,000,000 or \$3,000,000 is needed and could be expended to the best possible advantage, we are afraid to ask for more than a few hundred thousand dollars lest we may be shut off entirely."

The following resolutions were unanimously adopted:

WHEREAS, The state of New York has suffered an incalculable loss by permitting certain railroad corporations to control the terminals of the Erie Canal, and to practice every conceivable scheme to cripple canal commerce, they having brazenly ignored the state's grain elevator law and forced canal grain to pay nearly double the rate limited by the legislature, immediately advancing rail rates on grain as soon as the canal is closed, and instantly reducing the rate when the canal is opened, (see Superintendent Hannan's report); and

WHEREAS, The railroad companies have of late years been monopolizing nearly all the wharves at Buffalo and New York thereby preventing canal boats from landing in those ports; and

WHEREAS, The canal slips in New York City, which are provided by law for the special use of canal boats, are at times occupied with railroad lighters to such an extent that canal tows containing 1,000,000 bushels of grain are forced to lie out in the river or go to remote wharves in Brooklyn or Jersey City for safety; and

WHEREAS, At Buffalo, the fountain head of canal commerce, where the state has expended millions of dollars in constructing slips, side cuts and basins, railroad companies have assumed control of the same, having even taken possession of both ends, and one side of Erie Basin, which is state property; therefore, it is

Resolved, That we do most heartily indorse Gov. Flower's recommendation that electricity be used upon the canals of this state as a motive power, and especially his recommendation that the Erie Basin at Buffalo be deepened and improved for the special use of canal commerce; and it is further

Resolved, That the Superintendent of Public Works and the State Engineer be requested to co-operate in constructing several piers in said basin, to the end that responsible parties may be permitted to build elevators thereon under restrictions of law compelling said elevators to be employed night and day, if necessary, in transferring canal grain, and at a rate not exceeding a quarter of one cent a bushel.

A Legislative Committee was appointed to go to Albany to secure from the legislature the measure of relief demanded.

Corn, amounting to 357 bushels, was imported in November, against 289 bushels in the preceding November; and for the eleven months ending with November the imports were 1,274 bushels, compared with 15,338 bushels for the corresponding period of 1891. No foreign corn was re-exported in the eleven months, against 9,731 bushels in the corresponding months of 1891.

Oats, amounting to 808 bushels, was imported in November, against 512 bushels in the preceding November; and in the eleven months ending with November, 1892, 15,621 bushels was imported, against 9,740 bushels in the corresponding period preceding. Of foreign oats we re-exported 3,073 in the eleven months ending with November, 1892, against none in the corresponding period preceding.

Chicago's stocks of flaxseed December 31 were 1,374,201 bushels of No. 1, 77,593 bushels of Rejected and 13,072 bushels of No Grade; total, 1,464,866 bushels, in regular elevators; 52,474 bushels in special bins, and 215,779 bushels afloat, in three vessels. On the corresponding date a year before the stocks in elevators were 3,193,032 bushels, and afloat 101,019 bushels, in two vessels, as reported by S. H. Stevens, registrar of flaxseed.

PRESS COMMENT.

FICTION SENT OUT AS FACT.

There is a great deal that is fictitious, sent out as fact, to prove to the speculating public that the present purchases of May wheat is sure to result in profit. Of course the specious reasoning they pursue convinces the unsophisticated that there are "millions in it." All who are duped by them will likely suffer disappointment, if not real loss, for too much is promised as the fruitage of little capital employed. People who loan money for the interest have to wait until the interest is earned. So people who buy wheat because it is cheap must wait for the necessary change of conditions, for the profits—*Market Record, Minneapolis.*

IMPOSSIBLE TO REHABILITATE THE LAW.

The friends of the Interstate Commerce law are now trying to remedy the defects which experience and the decisions of the courts have shown to exist in that measure, but it seems nearly impossible to rehabilitate the law. It has broken down at almost every point. The principle that no man shall be obliged to give testimony that will incriminate him is so fully established and so fully recognized that it probably cannot be evaded; the long and short haul clause has been practically inoperative; and as for pooling, some of the strongest champions of the Interstate Commerce law are now inclined to the belief that it should be allowed.—*Chicago Economist.*

LEGISLATIVE ROT.

A dispatch from Dallas, Tex., says: "A petition in Congress is being prepared by farmers and Alliance men, asking for another appropriation of \$21,500,000 for construction of a people's railroad from the Gulf of Mexico to the British possessions. It is claimed that the petition will receive over a million signatures." What if our whole 65 millions of people sign it? Is this government to enter upon transportation, warehousing, advancing flat shin plasters on stock in stores and regulating trades between its citizens? Congress will be next called upon to regulate whom we shall worship and how we shall do it. Our people are proceeding at a rattling pace in this legislative rot.—*Market Report, Toledo.*

SHOULD HAVE A FAIR CHANCE.

The railroad corporations pursue a systematic policy of crippling the canal traffic. They are allowed to encroach upon the piers in this city set apart by law for canal boats, and to hinder seriously the discharge of their cargoes. They monopolize the elevator facilities at Buffalo, and it is alleged that they charge exorbitant and unlawful rates for the transfer of grain to canal boats. It is known that they reduce their grain rates during the season of navigation so as to deprive the canals of their fair share in the traffic, and put them up to recoup their losses after the close of navigation. Whatever may be said or done about the enlargement or improvement of the state canals, they should certainly have a fair chance with the existing facilities and be protected from actual oppression by the railroad companies.—*New York Times.*

MILLERS WANT CHEAP WHEAT.

In Minneapolis the market is dominated by the milling interest, which has a direct object in keeping prices down as long as possible. Hence they lead in dictating declines and are slow to respond to advances established elsewhere. They can sell there for the purpose of keeping the market weak while they buy in the country, and are understood to have done so more than once. On the other hand the average man who operates speculatively on the Chicago market is equally willing to work for a rise as for a break. At least half the time he is on the side of the farmer, while all the while the miller wants to buy cheaply. The man who purchases wheat to turn it into flour has the right to do so at the lowest figures he can induce the seller to accept. "That is business." But it is all nonsense to claim for him that he is anxious the farmer should get higher prices than the speculators are willing to concede. That is contrary to human nature.—*Chicago Tribune.*

ECONOMIC FUNCTION OF FUTURE DEALING.

It (the system of dealing in "futures") has enabled the speculators to "carry over," on margin, the surplus of the past two crops of cotton, thus "relieving the factors and planters." As evidence of this we refer to the premiums paid for carrying cotton which have been maintained for the past two years in the face of enormous stocks held on both sides of the Atlantic and large surpluses held by American and European cotton spinners. It used to be something quite unusual to have premiums paid in the summer for fall deliveries. If our national legislators will reflect upon the probable added burden to the already financially depressed cotton planter, if the latter had had to carry the surpluses from the two "largest cotton crops on record," they will have received a practical illustration of the great truth which so few apparently are able to comprehend, to-wit, that organized

speculation in the agricultural products of which we have surpluses, has a distinct economic function.—*Bradstreet's.*

EFFECT OF THE ANTI-OPTION BILL.

The Anti-Option bill still hangs like a cloud over the Produce Exchange. It exhausted all means of opposition to that pernicious measure at the last session of Congress, and has since then awaited developments without being able to take any effective action. Meantime the effects of this impending ruin to the larger share of the business done upon its floors, has been seen in the steadily declining volume of future transactions. The consequence of this is seen in the fall of membership to the lowest point since its magnificent new exchange was built and its membership doubled to meet the requirements of the enormous increase of business that came to it from the adoption of the future system of trading in grain, although it was long after Chicago had taken the lead and secured the lion's share of this new business. Nor is this a sentimental decline in value of memberships, nor the result of fright, but of actual loss of business, by which a large number of members have become absolutely unable to make a living there, and have been compelled to go into other callings.—*National Provisioner, New York.*

VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

ROBINSON'S TELEGRAPH CIPHER.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

WEIGH BOOKS.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf well printed upon good paper. The books are well bound. Copies will be mailed to any address for.....\$1.00

CLARK'S VEST POCKET GRAIN TABLES.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 bushels. Size 2½ by 8½ inches, 16 pages, Leatherette.....75c. Leather.....\$1.00

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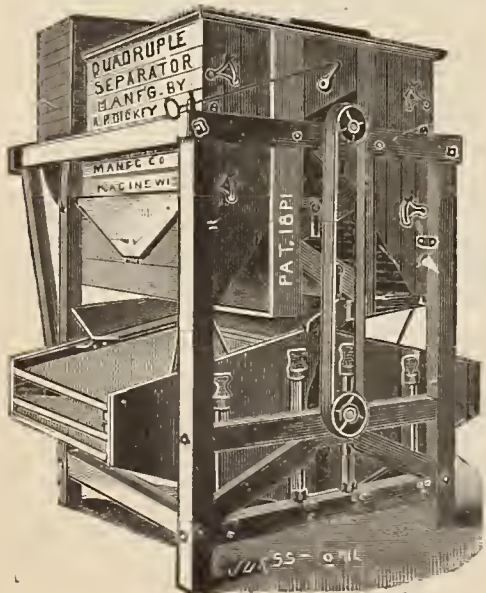
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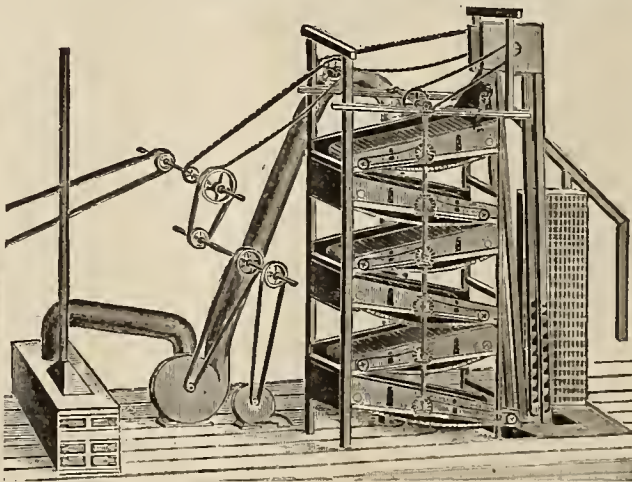
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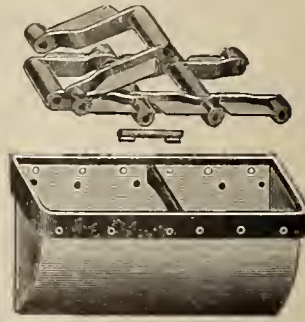
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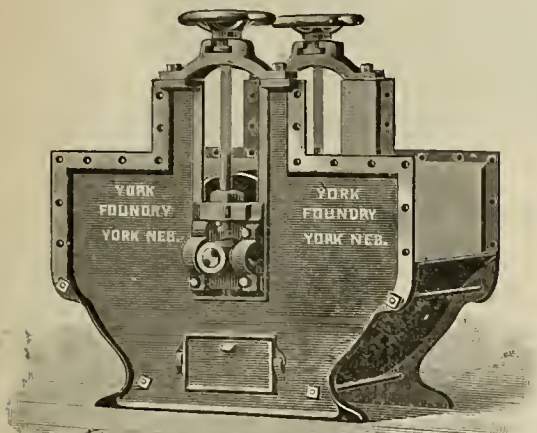
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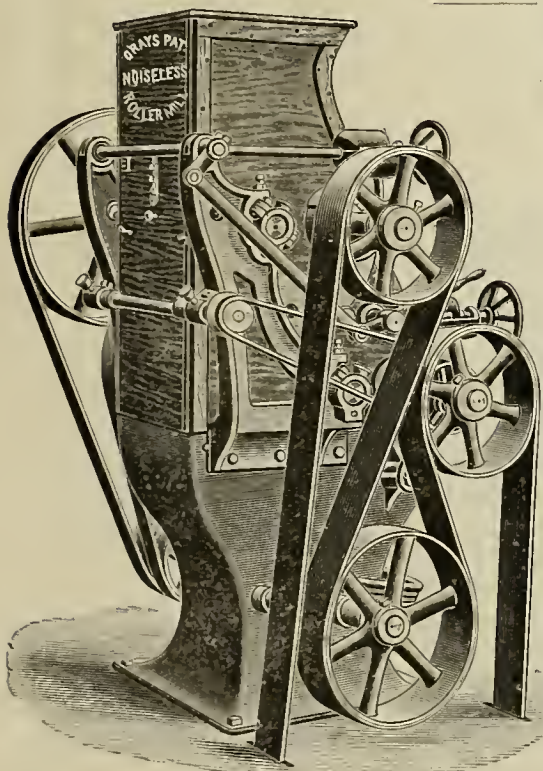


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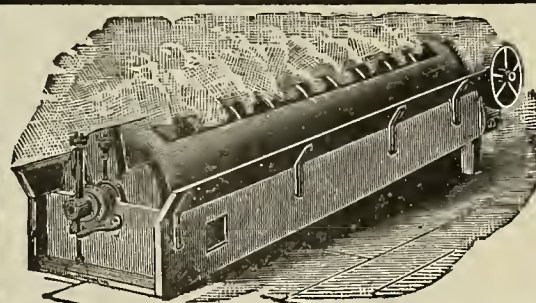
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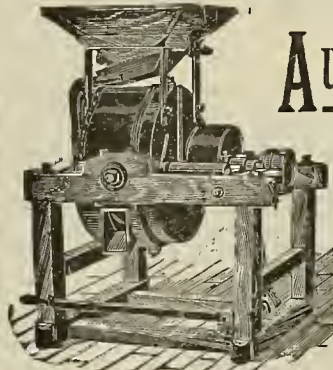


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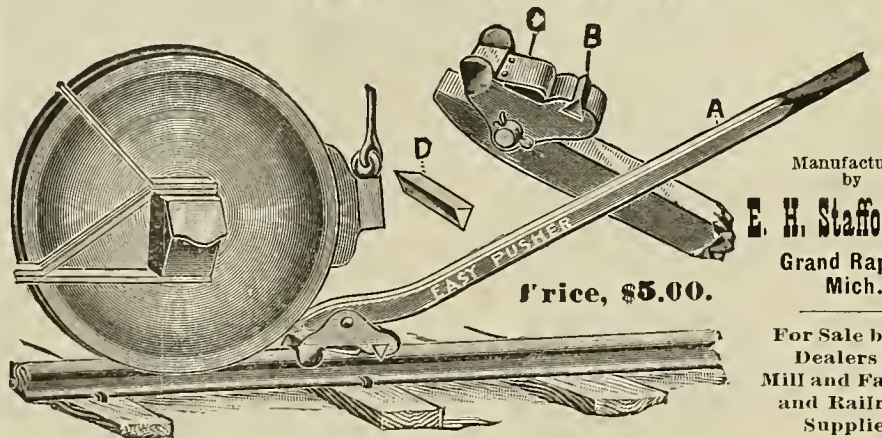
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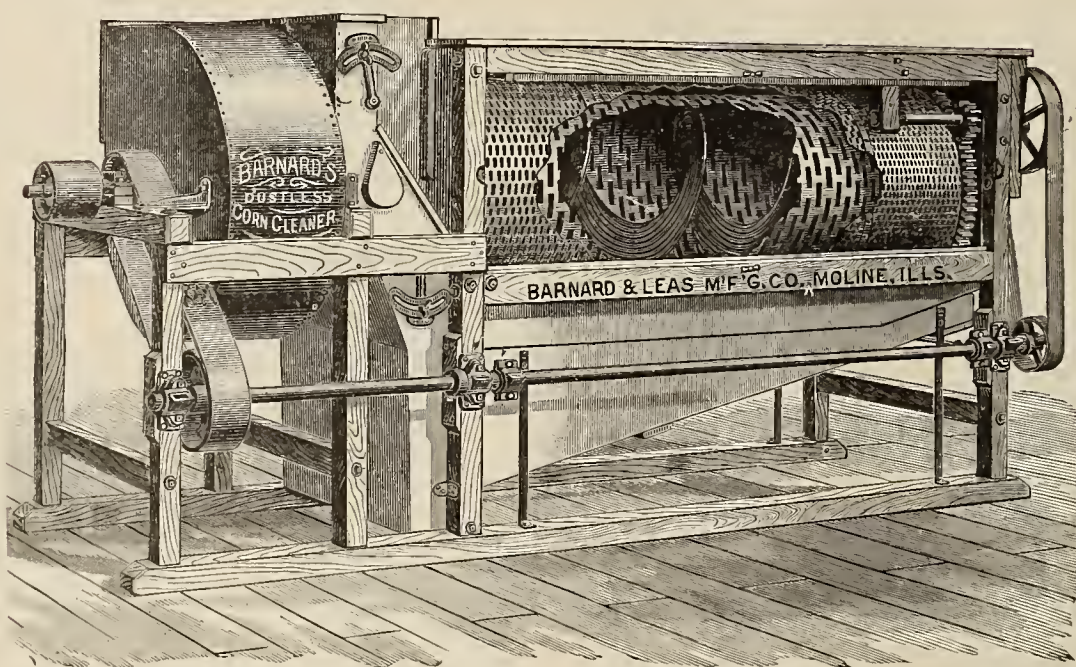
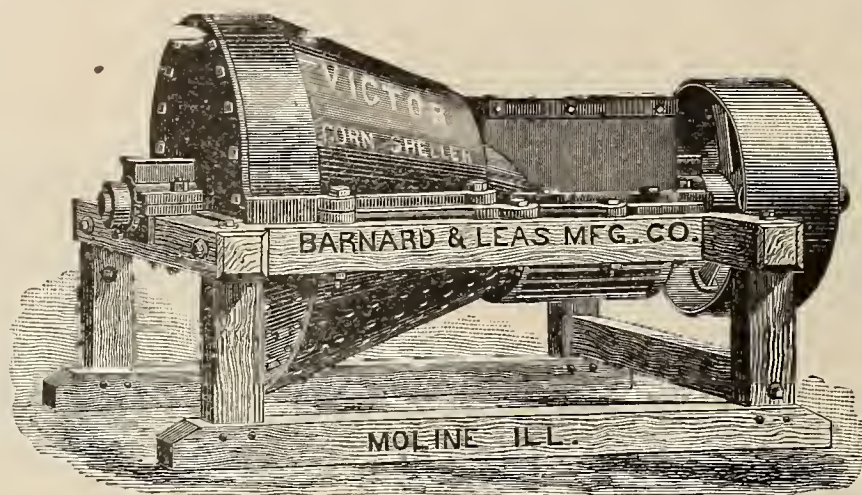
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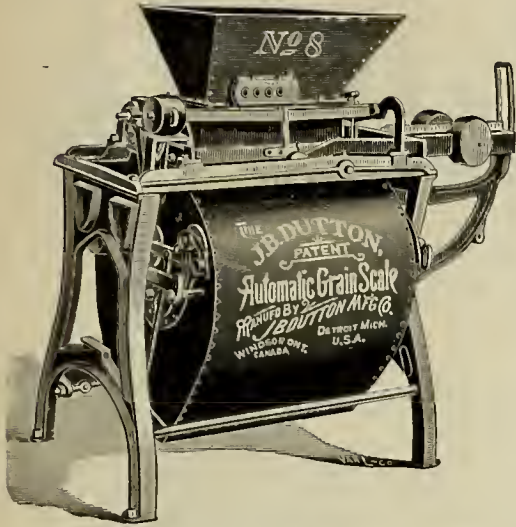
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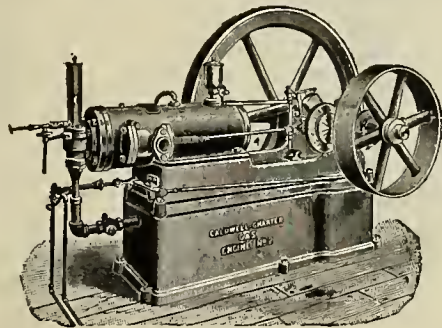
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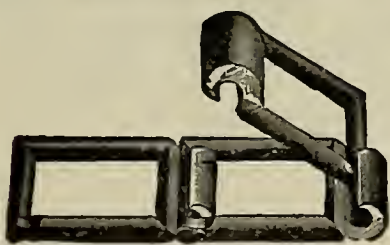
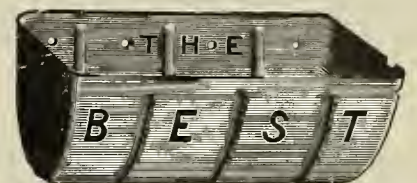
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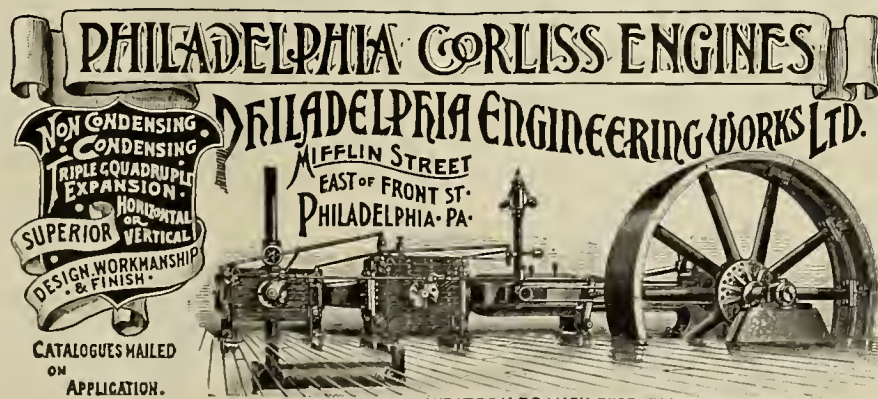


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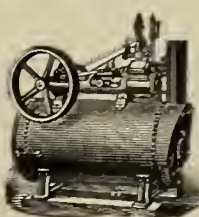
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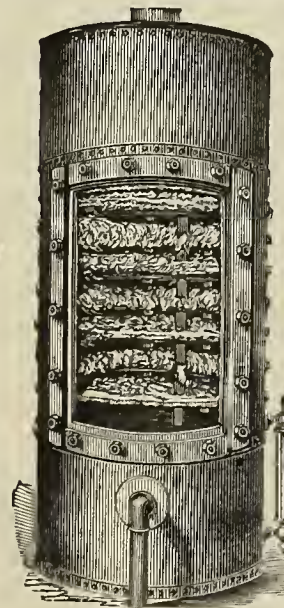
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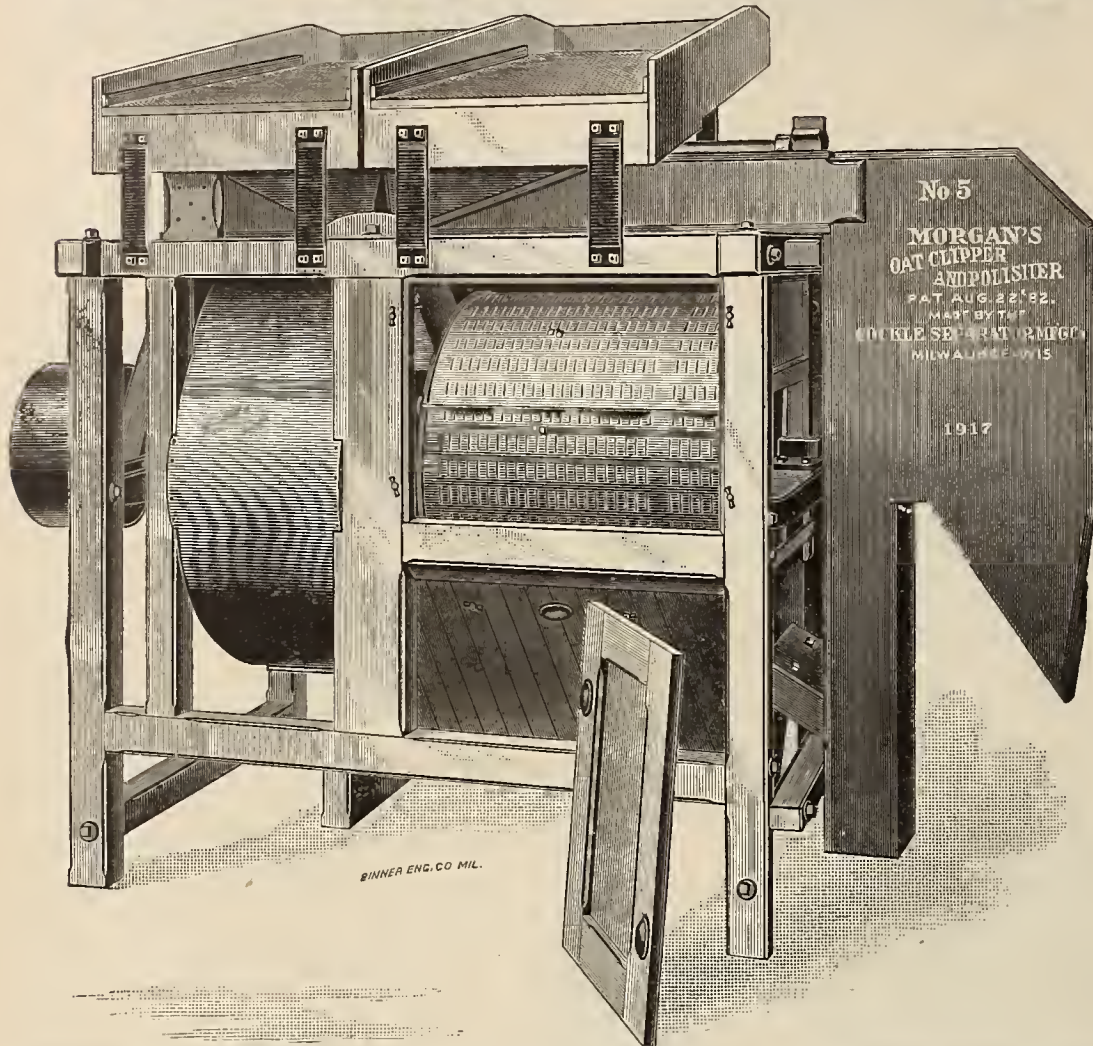
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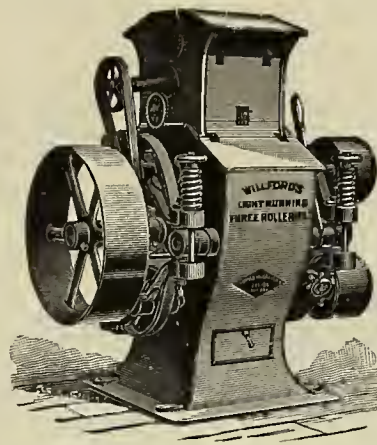
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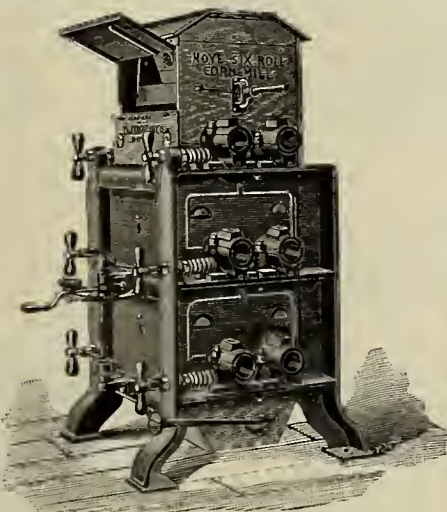
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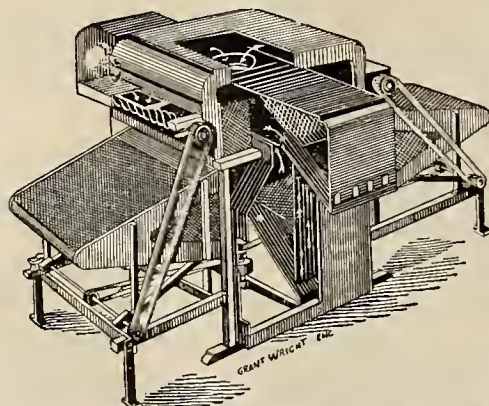
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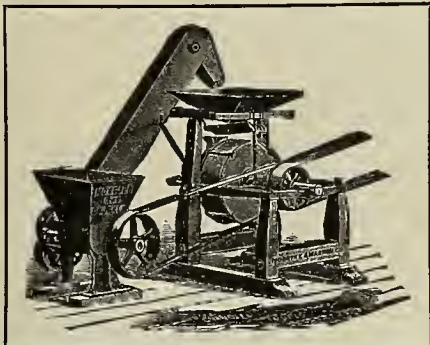
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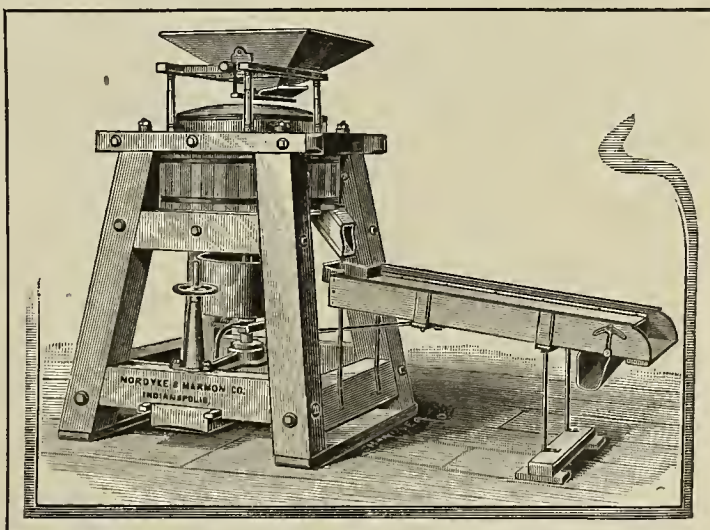


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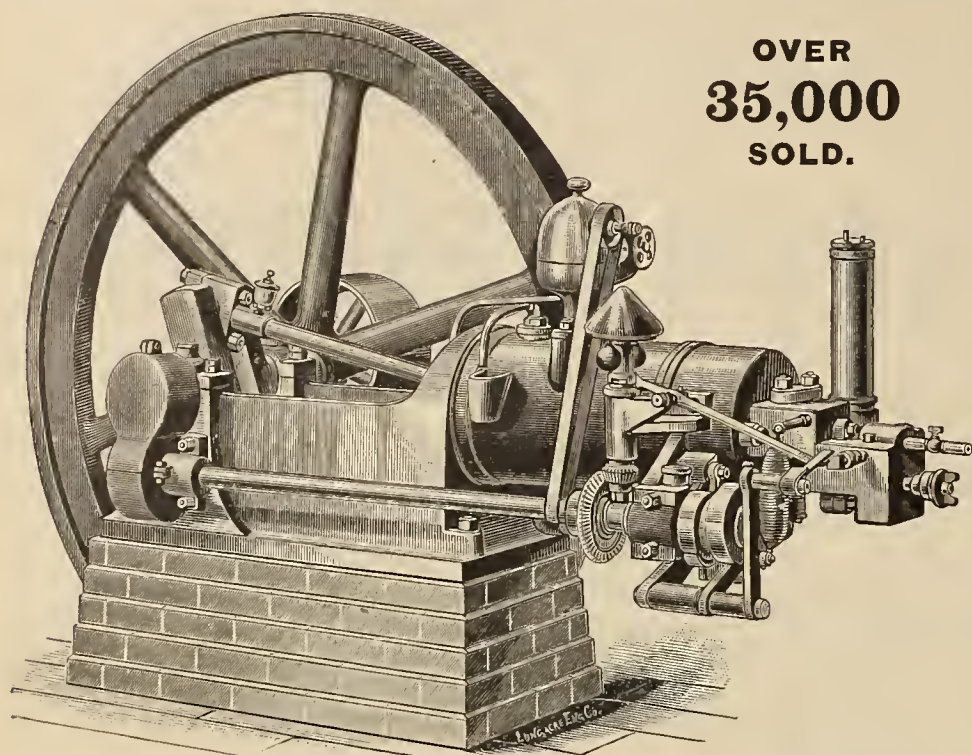
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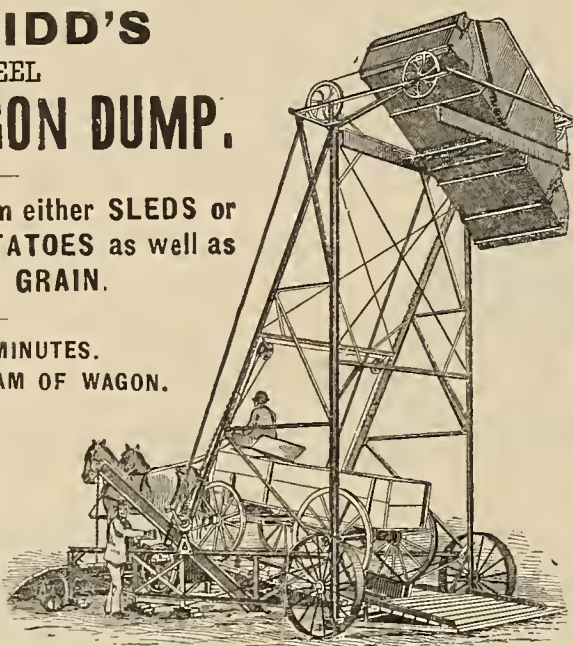
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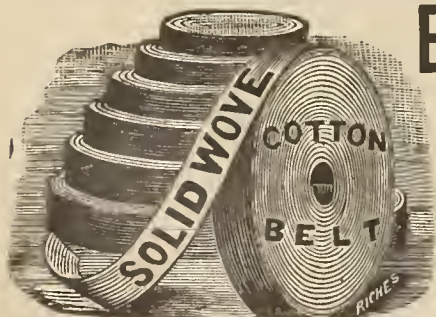
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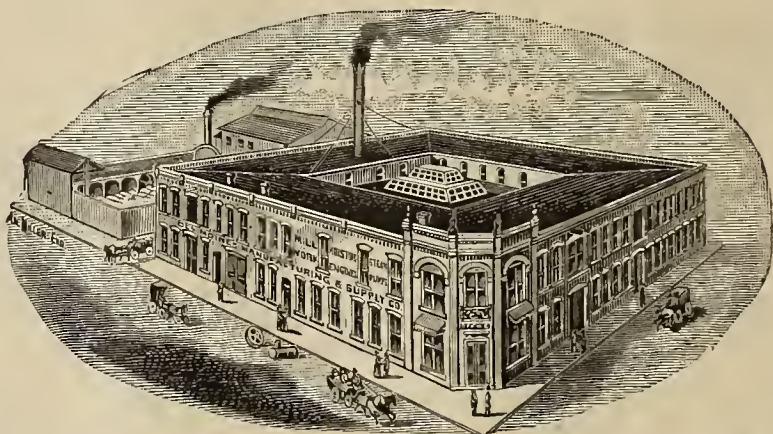
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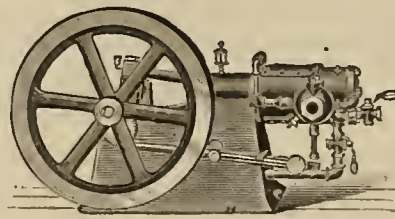
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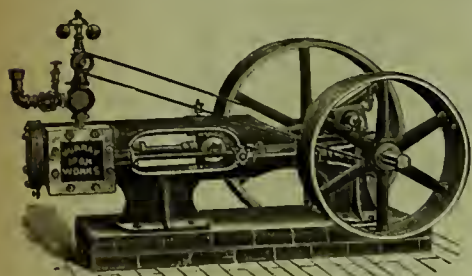
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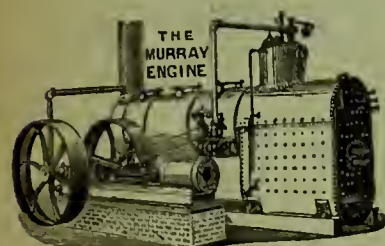
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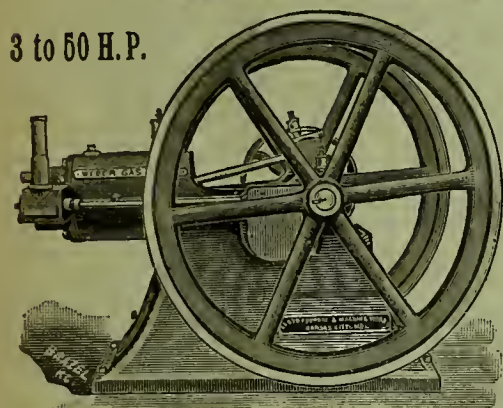
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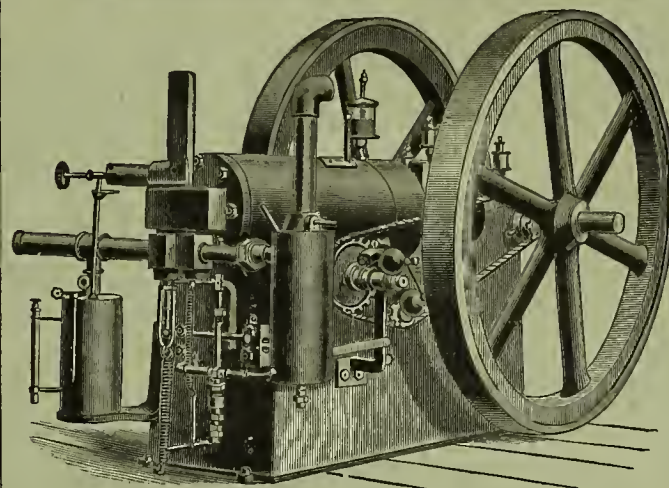
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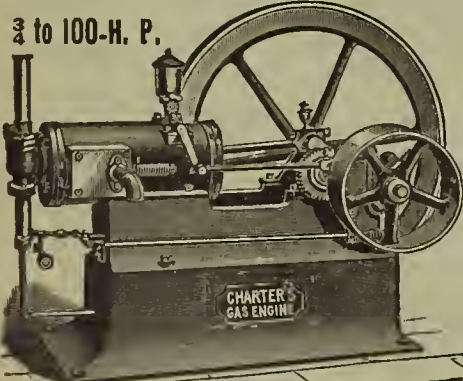
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